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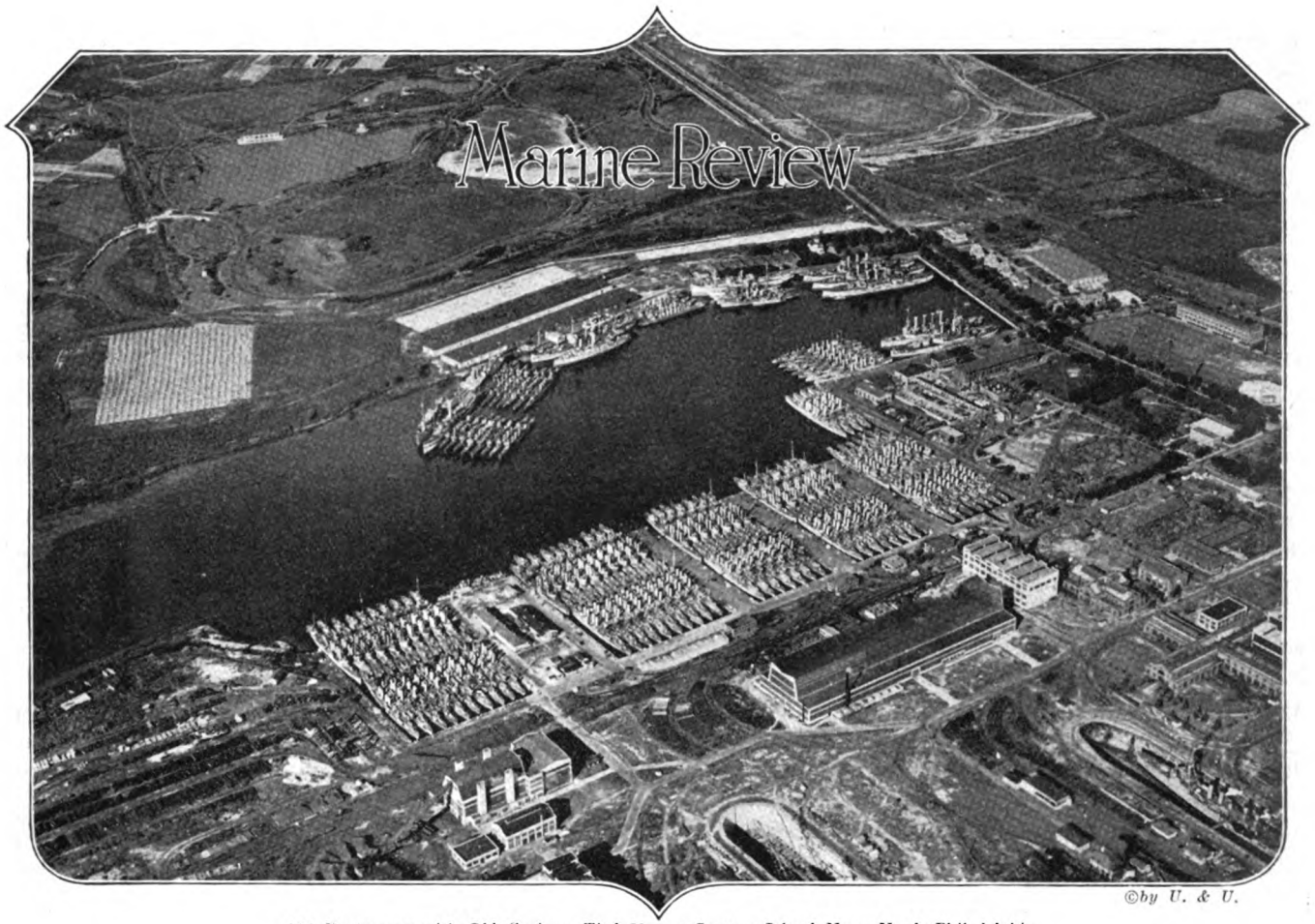

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115 Destroyers with Old Cruisers Tied Up at League Island Navy Yard, Philadelphia

President Keeps Ship Policy Hidden

AMERICAN shipping, whether it likes the diet or not, has been forced for years to seek nourishment at Washington. Since the days before the Civil war, when the last of the protective measures which had built up our fleet to world leadership were being dropped, federal interference in a private business has been the rule. The government's attitude up until the dawn of the shipping board experiment, was negative. Congress first stripped away the fostering provisions which had built up the fleet, all except the coastwise restriction, and then later began to impose burdens without providing the means to absorb these new handicaps.

Since it has been without the command of any impressive voting strength, the marine industry lacked friends in congress but offered a convenient target for those politicians who seek personal gains by barking at those whose bite they have no cause to fear. The shipping board was to correct all this. As an advisory board, it was to study the reasons for America's recent lack of success, point out the corrective and act as a regulatory body both to promote and to protect our ships. Instead of this, of course, the board has spent its seven years of existence largely as a business enterprise, building and running ships and piling up some colossal bills in the process. Instead of being free as his foreign competitors to think in terms of business, the American shipping man was and is driven to measure always the political situation and prospects. Today is certainly no exception. A new hand is at the helm in Washington, sufficient alone to stimulate curiosity as to what will happen. President Harding's affection for the merchant marine was well known. His fight for subsidy was an example of moral courage, but now the subsidy issue is a closed chapter. Its revival is unlikely for years.

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LEIGH C. PALMER

Retired rear admiral, who ran bureau of navigation during the war, now named to run government merchant ships

What President Coolidge wants and will do are unknown. So far the President has backed up his two predecessors in refusing to enforce clauses of the law of 1920 which were intended to help our shipping. He does

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not intend to abrogate those treaties which prevent discriminatory duties. He at first refused to extend the coastwise laws to the Philippines, a treaty supposedly being in the way. But now the opposition is revealed as coming from a member of the tariff commission and in view of the support for this extension from those in the best position to know, the President has reopened the question. But the Philippine question has become so highly political, that the extension grows less probable with each delay.

Some of the other Coolidge acts can only be conjectured. The shipping board last summer announced an outrageous plan to organize 18 more government companies and run its ships directly. The department of justice fortunately ruled the plan illegal. One or two other plans were disclosed in recent months by which the board would have taken on more business power but some agency, whether the President or not, checked this trend. Then a few days ago, Mr. Coolidge called Republican and Democratic congressmen together, talked shipping and the group all agreed to curtail the board's powers and put one man in charge of the fleet. The selection is former Rear Admiral Leigh C. Palmer. While this is written, doubt still remains as to what will result.

Shipping men approve the change, apparently on the theory that since federal interference is inevitable for some time, it had better come from one man with a fairly permanent job than from a board whose membership is remarkably fluid and whose policy is constantly changing.

The President's marine policies are still in the making. With a none too friendly congress, he may not be able to put his policies into effect which is why many of his acts have been based on a desire to use present rather than seek new laws. Congress has a lot of new bills before it, indicating more than usual interest on its part in shipping, but it takes an optimist to hope for too much in that direction.

The best news, in fact the only helpful news, would be that the government is definitely quitting a private business in which it does not belong. Selling its ships, giving owners freedom of action like their competitors enjoy and a little backbone in aiding shipping even if competitors do protest, will get further and save money faster than any temporary change in management.

Study of the ocean, its bed, currents, forms of life and the other phases of oceanography are strongly urged by an international council for the exploration of the sea which met in Paris recently. At a cost of about $150,000 annually, a group of scientists could be kept continuously at work. Oceanography has been spasmodically studied and each time, as in the CHALLENGER expedition, has yielded interesting and usually valuable results. The world's maritime nations could finance a continuous scientific expedition of this kind and be amply repaid in the resultant good to commerce and shipping.

One New York newspaper tells us that Chairman Farley of the shipping board was refused confirmation by the senate commerce committee since his residence in Chicago conflicted with the "geological" requirements of the merchant marine act. Rocks have been thrown at political appointees but the entire history of rocks has never been invoked before.

Make Fuel Conservation a Reality

THE fuel conservation committee of the United States shipping board, headed by Capt. C. A. McAllister and with C. J. Jefferson actively in charge, is continuing its valuable contribution to the efforts being made to improve and develop the American merchant marine. In the January and April, 1923, issues of MARINE REVIEW, full reports were carried of the work of this committee in setting standards, and giving the performance as measured by these standards, for 502 and 535-foot passenger and freight vessels owned by the government and operated by different steamship lines. In the May issue, an account was given of this work in connection with the Hog Island type A vessels.

Actual practical savings in fuel brought about by the work of this committee is important. Furthermore, riveting attention to this subject and setting up standards of performance entirely practicable and attainable with care and attention on the part of the engineer officers, has had the beneficial effect of creating a healthy rivalry and a desire on the part of individual engineers to have their respective ships stand well, by comparison. Also the marine superintendents of the various operating companies have before them definite standards of performance to work toward and they fully realize that the quality of their own performance will be somewhat judged by the standing of the ships under their charge. It is to be hoped that the work of this committee will not be hampered in any way.

In studying fuel conservation for a large fleet of identical ships, such as the type A Hog Island vessels of which some 95 ships are now owned by the government and in active operation by private companies, a great opportunity is offered for comparisons with the standards set up. As the work of the fuel conservation committee had not at the time (1922) of the performances of the Hog Island type A ships listed on page 173 of the May issue, made its impression felt as it does now, the performance of a number of these vessels during 1923 has been materially improved.

To indicate this increased efficiency, two typical instances may be cited, namely the LABETTE and the SINSINAWA. These two vessels had the lowest performance ratings during 1922. On account of their low rating, they became the object of special attention by the fuel conservation section, with the view of improving their efficiency. Recent voyages of these two ships for which the results are available do show a marked improvement, the LABETTE showing an efficiency of 84.7 per cent and 8.72 miles per ton of fuel at a speed of 10.48 knots on a draft of 20 feet 10½ inches; the SINSINAWA showing an efficiency of 92 per cent and 8.78 miles per ton of fuel oil at a speed of 10.89 knots on a draft of 20 feet 7¼ inches, an increase of 26 per cent for the LABETTE and of 22 per cent for the SINSINAWA.

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British Shipping Is More Active

New Year Opens With Rates Low But Only 5 Per Cent of Fleet Idle—Tide Turning

BY H. COLE ESTEP
European Manager, Marine Review

DURING the first eleven months of the year just closed Great Britain exported 73,575,713 gross tons of coal, or 175,595 tons more than in all of 1913, which heretofore held the record. This is a fact of tremendous significance to the British shipping industry which has largely been built up around the coal-export trade. During the whole year 1923 about 82,000,000 tons of British coal were shipped overseas, this figure exceeding the prewar record by 11¼ per cent.

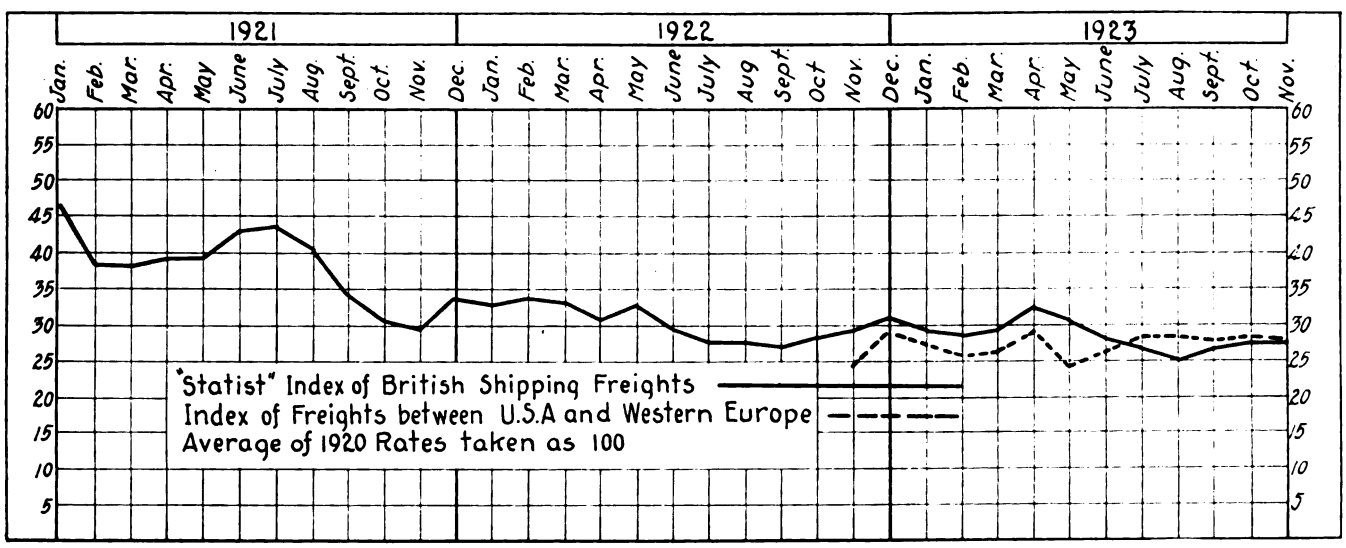
This great business represents 13,700 average cargoes of 6000 tons each. Considering the general condition of the world's trade it is truly a remarkable accomplishment. Yet with that strange diffidence which is one of the strongest characteristics of the island race, this record-breaking achievement has been passed over in silence. A survey of the usual year's end reviews of the shipping situation published in London and Liverpool rather convey the impression that the average Briton is only a little short of a failure as a seagoing trader and that the shipping industry of the United Kingdom, if not on the decline, is making but little progress. What little cheer there is seems to be reserved for the fact that free-trade is safe again.

But although the British shipping industry is coping with great difficulties there are other reasons than free trade for optimism regarding the future. The year 1923 was a satisfactory one for some shipowners, especially the important group which is closely associated with the coal trade. It was unsatisfactory for others, and on the whole did not bring in the profits which British shipowners have grown accustomed to expect. Hence the gloom. But it was a year of progress in many directions, and there is reason to believe that 1924 will show some revival and bring increased dividends to shipowners.

In addition to coal and coke, British exports in 1923 of pottery, cement, iron and steel, nonferrous metals, steam engines, printed cotton piece goods and many other textiles, leather, locomotives, automobiles, and other commodities, were considerably in excess of the previous year and in many cases over double those in 1921. Imports of iron ore, iron and steel, wheat, barley, rice, meat, tea, lumber, raw cotton, and other materials also showed increases, which were appreciable compared with 1922 and in many cases very large compared with 1921.

All this means business for British ships. In the 11 months ended Nov. 30, 1923 a total of 44,481 vessels trading foreign, of 46,376,459 register tons, entered British ports with cargoes compared with 36,482 vessels of 39,610,414 tons in the corresponding period of 1922, and 33,708 vessels of 34,050,206 tons in 1921. In the first 11 months of last year 64,665 ships of 65,173,276 tons cleared from British ports with cargoes to foreign destinations, including British dominions, compared with 50,223 vessels of 54,531,334 tons in the corresponding period in 1922, and 31,842 vessels of 32,390,879 tons in 1921. The excess of clearances was caused partly by improving trade which brought vessels which had been laid up into service. The total number of entrances and clearances for the first 11 months of last year was 109,146 or an average of 326 ships per day, including Sundays. Of the total number of vessels entered to Nov. 30, 1923, 23,996 of 30,006,198 tons were British and of the vessels cleared 37,064 ships of 38,869,725 tons were British. In other words 56 per cent of the number of ships and 62 per cent of the tonnage trading in and out of the country was British. The traffic represented by the foregoing figures shows an increase of entrances of 17 per cent in 1923 over 1922, on the basis of tonnage, and of 36 per cent over 1921. The clearances showed an increase in 1923 of 19½ per cent above 1922 and 100 per cent over 1921. The latter is accounted for largely by the huge increase in coal exports.

Perhaps a more accurate index of the improvement in British overseas com-


1921
1922
1923
Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.
60 55 50 45 40 35 30 25 20 15 10 5
"Statist" Index of British Shipping Freights
Index of Freights between U.S.A and Western Europe
Average of 1920 Rates taken as 100

THREE YEARS OF BRITISH SHIPPING FREIGHTS

Monthly Index Number Based on the Geometrical Average of 1920 as 100 Compiled by *The Statist*, London, Showing Steady Decline in Rates During the Postwar Period

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merce and consequently British shipping, is found in the figures issued by the board of trade covering the value of exports and imports. The export of coal has increased enormously in bulk and therefore has given a great deal of employment to ships which otherwise would have been inactive, but when the value of the coal exports is bulked with those of all other commodities their effect is reduced. Nevertheless, the total value of British exports in the first 11 months of 1923 was £811,389,429 compared with £756,912,199 in 1922, and £741,670,013 in 1921. Imports increased in value from £908,555,435 in 1922 to £988,836,527 in 1923. The imports in the first 11 months of 1921 were valued at £1,001,422,825, most of this material having been bought at 1920 prices. On this basis the increase in British foreign trade last year as compared with 1922 was about 7 per cent and about 9½ per cent compared with 1921.

The figures for British trade on the basis of value do not indicate the full measure of recovery which has taken place in shipping activities in the last two years, whereas those quoted above on a tonnage basis somewhat exaggerate the position. The truth lies midway and it may safely be said that British shipping today is enjoying 25 to 30 per cent more business than a year or two ago. Furthermore the tonnage of entrances and clearances is now practically the same as before the war. This explodes the idea that the prewar era was a sort of halcyon period, the prosperity of which can never return. There is no denying, as previously stated, that British shipping is faced with great difficulties, but on the other hand it is equally impossible to deny that the condition of the industry is far more satisfactory than is generally given out for foreign consumption.

Pacific Lumber Trade Helps

This statement can be supported by still another form of evidence. At the beginning of the new year only about 5 per cent of British shipping was idle whereas 35 per cent of the French and 60 per cent of the nominal American tonnage was tied up. At present about 750,000 net tons of British shipping is idle. This includes a large fleet of prewar vessels which have concluded their period of usefulness and are destined for scrapping.

In addition to the coal export trade, the lumber business on the Pacific coast of North America continues to absorb a large amount of British shipping. About 100 British steamers entered this trade during the closing months of last year, mostly at profitable rates. This business, which is partly a result of the earthquake in Japan, may continue for a time. It illustrates the competitive ability of British shipowners in trades far removed from their home waters. The Pacific lumber trade has also had the effect of hardening rates on the Atlantic, particularly in the Plate grain and coal business. In this employment some Welsh owners of small boats are making £200 ($875) per month profit at present and owners of larger vessels are earning up to £350 ($1525) per month profit. Rates in general, however, are prevented from rising much by the large amount of surplus tonnage available not only under the British but under other flags. A competent observer has estimated the excess of the world's shipping at present at 17,000,000 gross tons. A large share of this represents a number of uneconomical vessels owned by the United States shipping board which will probably never see much active service. But taking account of this, the world surplus of what might be termed active tonnage is 4,000,000 to 5,000,000 at the present time, according to British observers. This is a factor which has kept down freight rates as indicated in the accompanying chart of the index number of British shipping freights over a period of three years. On the whole, British shipowners entered the New Year with a certain amount of confidence that conditions will show some improvement and that the worst of the postwar reaction is perhaps over.

Turning now to the relations of the shipping business to politics and government policies, there are found to be a good many interesting problems awaiting action by British shipowners in the new year. The foremost is the question of double and triple taxation of shipping profits. The United States has led the way toward the amelioration of this vexed problem by offering shipowners reciprocal exemption from taxation. The Chamber of Shipping of the United Kingdom has strongly urged the British government to accept the American offer. No action has been taken by the British treasury authorities up to date. This is due mainly to the red tape and the slow movement of an ancient governmental machine. It is believed that the American offer will be accepted some time in 1924, although the political developments resulting from the emergence of the Labor party from its chrysalis stage may postpone definite developments. It is interesting, in this connection, to note that the taxation burdens now laid on British ships by sister commonwealths in the British empire, notably Australia, are far more severe than those attributed to the United States. In fact the first step toward a world solution of the problem of multiple taxation of shipping must consist of an agreement on this subject between the members of the British empire.

British shipowners are also confronted with the problem of dealing with desertions from their vessels. Nearly all these cases arise in American ports where the provisions of the La Follette act allow the men to get away and reship under the American flag at higher wages. Some of these deserters have been arrested on re-arriving at British ports, but the courts have held that all they can do is to impose nominal fines. The magistrates decided that they had no right to imprison the deserters or to impose on them the expense which the steamship companies incurred in employing substitutes. In the case of one voyage of the BERENGARIA, it was necessary to employ American citizens in New York to take the place of the British deserters. Under the aliens restriction act of Great Britain, foreign seamen are not permitted to land on British soil except under certain severe conditions, and the steamship company claimed that not only was it involved in extra charges for wages, but in maintaining these men while the ship was at Southampton and guarding them to see that they did not get away.

3-Mile Limit Tottering

Before the end of the year British shipowners hope to be permitted to bring liquor into American harbors again for the return voyage, as a result of the so-called 12-mile treaty between the two governments. Regardless of the legal arguments to the contrary many admiralty lawyers of distinction in Great Britain believe that this treaty marks the death knell of the 3-mile limit and therefore may have far reaching consequences. It is admitted in British shipping circles that the 3-mile limit is an anachronism in the twentieth century. Nevertheless the British government will cling to this ancient international rule with great tenacity simply because of the position in the English channel where the distance from Dover to Calais is only 18 sea miles.

Returning again to traffic conditions there has been a good deal of complaint recently by foreign shipowners of unnecessary delays encountered in British ports. The Dutch Shipowners' association and certain Scandinavian shipowners' organizations have been particularly outspoken in their criticisms. They claim that various prominent British ports, including especially those on the Tyne, the Humber, and the Bristol channel are not properly managed and are antiquatedly equipped. Instances were cited of ships which were turned around in Rotterdam handling 8600 tons of cargo in 5 days being held 14 days at Newport for 6200 tons. Complaints

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WORLD SHIP CONSTRUCTION WAS AT A LOW POINT IN 1923 BUT SOME SPLENDID VESSELS WERE INCLUDED IN THE BRIEF LIST BUILT. AMONG THE LINERS CONSTRUCTED IN THE UNITED KINGDOM ARE THE VOLTAIRE AND BELGENLAND. LEFT TO RIGHT, THE VIEWS SHOW (TOP) LOUNGE AND SMOKING ROOM OF THE VOLTAIRE; CENTER, FIREPROOF SCREEN BETWEEN BALL AND DINING ROOMS AND THE VERANDAH CAFE OF THE BELGENLAND; BOTTOM, MAIN DINING ROOM AND STATEROOM ON THE VOLTAIRE

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have been so general that the Chamber of Shipping of the United Kingdom has appointed a committee to investigate the question. Meanwhile the Great Western railway, which controls most of the coal shipping traffic in South Wales, has come forward with a general denial which, however, it coupled with the statement that several million pounds are going to be spent in improving the dock facilities.

Shipbuilding at a Low Ebb

The British shipbuilding industry undoubtedly has suffered far more in the past two years than the vessel operating business. In 1923 British shipbuilding reached practically its lowest ebb. There are reasons to believe that good progress toward the recovery of normal conditions will be made this year but it is doubtful if a state of prosperity can be achieved inside of two or three years. The fact is that shipbuilding was tremendously over stimulated during the war all over the world. Competent observers believe that fully a decade must elapse before satisfactory conditions will be restored. Also more than any other British industry, the shipbuilding business has been plagued by strikes since the end of the war, although from the labor union standpoint a more unpropitious time for striking hardly could be imagined. The result has been a succession of defeats for the union interests in a series of strikes which beginning in 1919 culminated last year in the seven months' walkout of the boilermakers solely as a result of an intermnion quarrel. There is a certain Scotch stubbornness on both sides of British shipbuilding disputes which seems to accentuate the tenacity with which these battles are fought.

The boilermakers' strike was finally settled in December resulting in a slight rush of business which had been held up. Nevertheless there is barely a million tons of new shipping under construction in Great Britain at the present time. Some of this business would not have developed if the money had not been lent to the shipowners by the government under the trade facilities act which was designed to alleviate unemployment.

One of the most interesting of these loans was that for £1,800,000 ($7,850,000) to the Bank Line, Ltd., for the construction of a fleet of motorships. This line is managed by Andrew Weir & Co., of Glasgow, London and Middlesbrough. Nineteen modern diesel-engined cargo ships will be built. In addition great interest is attached to the order for a 20,000-ton twin-screw diesel engined passenger steamer given to Harland & Wolff, Belfast, Ireland, by the Union Castle Mail Steamship Co. This new vessel will be easily the largest motorship built up to date. Her length is to be 630 feet, beam 73 feet, and depth 46 feet. Two double-acting 8-cylinder diesel engines of 20,000 horsepower will be installed by Burmeister & Wain, Copenhagen, Denmark. She will be used in the United Kingdom-South African mail service of the Union Castle company.

Build Many Motorships

An only slightly smaller motorship is now being built by the Fairfield Shipbuilding Co., Govan, Scotland, for the Union Steamship Co., of New Zealand. The Royal Mail Steamship Co., which trades between the United Kingdom and North and South America is also building three motor liners of about 20,000 tons at Belfast, in fact about a third of the limited tonnage of new ships now under construction in British yards will be equipped with diesel engines. As another indication of the slight improvement in the shipbuilding situation, Yarrow & Co. have reopened their yard on the Clyde which was closed for practically two years. Various other yards were reopened at the beginning of the year and there is no doubt that before midsummer British shipbuilding conditions will show considerable improvement.

Copper and Brass Piping Saves Money

IN AMERICAN marine practice until two notable recent examples, the use of copper and brass pipe in the piping systems on board ship has been studiously avoided on account of the initial expense. Abroad in Britain, Germany, France and other European countries, copper and brass pipe has been used to a much greater extent. There the owners have agreed with their technical experts that the extra initial expense was warranted in the direct saving due to the permanently lasting quality obviating renewals and also on account of the greater guarantee of satisfactory operation.

In this particular respect, there has been exhibited in the building of American ships a certain cheapness rather than quality. There has not been sufficient vision, and records of upkeep expense have not been carefully enough made and analyzed, to show that quality in this item really paid. Where screwed steel or iron piping (galvanized in most instances) has been used for the steam heating, and the hot and cold water systems in passenger ships and where of necessity this piping is hidden in back of paneling in alleyways and rooms, expenses arise when trouble occurs. First, is the particularly annoying inconvenience to the passenger and the damage resulting to personal property and to the finish of the ship. Second, the great incidental expenses of tearing down finished paneling before the source of trouble is exposed and before any repairs to the piping itself can be done. Third, the lack of permanency in repairs as trouble may shortly afterward show up in some other section in the immediate vicinity or elsewhere. Thus any trouble with iron or steel piping in such systems serves to act as a constant thorn in the side of the operators both as a direct expense in labor and new material and as a source of complaint and dissatisfaction on the part of passengers.

Copper and brass pipe in the steam heating system and the hot and cold water sanitary system both salt and fresh, particularly in passenger vessels where this piping is hidden, will in the first place make an absolutely tight job, will last without repairs throughout the life of the ship, will, due to much greater resiliency and flexibility, withstand the weaving and wracking of the ship without opening up and so render continuous faultless service, doing its part in giving the passenger ship a good reputation with its travelers.

In building the 535 and 502-foot passenger ships for the shipping board, in spite of the vast sums spent, galvanized iron piping was used in the steam heating and the hot and cold water systems. These ships, though in service not over three years, have already shown that galvanized iron or steel piping in the steam heating and sanitary systems is a source of trouble and expense. There can be no question that the intrinsic value of these ships would be far greater today did they have copper and brass piping in these systems, than the initial difference in cost of the material.

In new coastwise passenger ships and new ships contemplated for particular services, a strong need exists for educating the owners to the advantages and economy of using copper and brass pipe where the service i

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such that experience shows quick deterioration. The marine field in America has never been properly educated to the idea, though here and there individual courage and conviction on the part of those responsible for deciding on the material used has resulted in the choice of the more expensive material on the basis of better, more continuous service and lesser cost in the end. For instance, great stress has been lain on the use of brass pipe in the plumbing of homes, apartment houses and other buildings, whereas in fact, the need for the use of such material on ship board is much greater due to the extraordinary severity of service entailed.

The two most notable recent examples in the use of copper and brass pipe in the sanitary and steam heating systems on shipboard were the LEVIATHAN and the AMERICA. The BUCHANAN now being reconditioned also has copper and brass pipe specified for the steam heating and parts of the sanitary system. In the case of the AMERICA, reconditioned in the spring of 1923 at the Brooklyn navy yard, some 15,000 feet of copper piping varying in size from ⅜-inch to 2-inch and about 500 feet of brass piping from ¼-inch to 1-inch was used in the steam heating system. On the same ship lead and brass pipe were used for the hot water system both salt and fresh in sizes from ½ to 1½-inch.

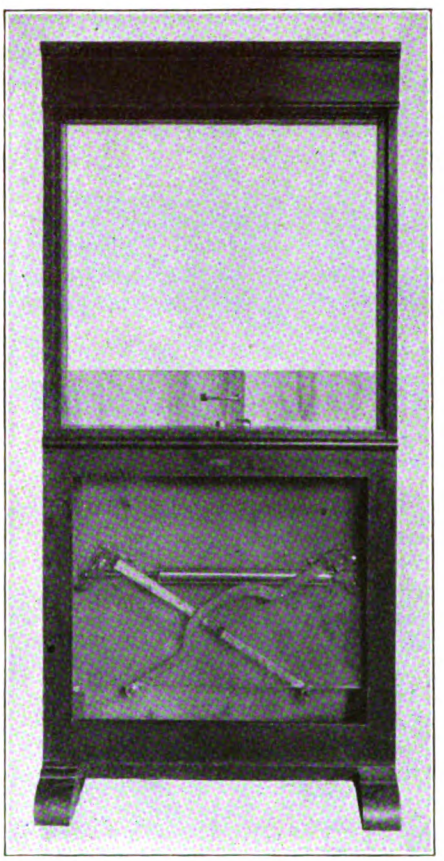
These are the first known American ships going so far in the use of copper and brass pipe. The shipowners have not been interested, the subject has not been effectively discussed and the importance made clear. Naval architects knowing the value of copper and brass piping, have in particular instances specified this material for marine practice only to be overruled by the owners solely on the basis of additional initial expense.

Specifically then in cargo ships, copper pipe could be used to excellent advantage in the steam and exhaust piping, bilge and ballast lines, in the steam and exhaust lines on deck to auxiliaries, and in the steam heating system. Brass pipe could be used to good advantage in the sanitary systems. With much greater force the above applies to any passenger ship where the question of annoyance, inconvenience and delay is of correspondingly greater importance.

Starting the winter patrol service which will continue until April 1, the coast guard cutter TAMPA is now on duty, making her headquarters at Provincetown, Mass. Her cruising ground will be from Portsmouth to New Lond[illegible] including Nantucket and Vineyard sounds.

New Heavy Window Sash Controls Pass Test

Considerable difficulty has been experienced in the mechanical arrangement for raising and lowering heavy plate glass windows on passenger ships, particularly the large heavy panes of plate glass required along enclosed sections of the promenade deck. Practically all passenger ships of any size have large spaces on the upper decks for the use of passengers. In fine weather, it is of course desirable to have these spaces entirely open both on account of the air and the view possible. In bad weather, however, if these spaces are to be used, it is necessary to have some ready method of properly enclosing them.



NEW TYPE OF SASH CONTROL

This problem has received a great deal of attention abroad where the number of passenger ships is a large and important factor in the merchant marine. In the United States, the comparatively small number of large passenger ships up to the present time has not brought forward this question for solution with the same degree of seriousness. It is interesting, therefore, to find that the O. M. Edwards Co., Inc., Syracuse, N. Y., long known for their work in sash control and fixtures for railroad equipment, has become interested in this problem and that it has developed an entirely new device for balancing heavy sash especially adapted for ship use. The accompanying photograph illustrates one of these installations as tested out on board the shipping board liner PRESIDENT HARDING. This device was given severe tests under various weather conditions on the PRESIDENT HARDING and came through these tests with proved merit. It is no easy thing to balance a piece of glass weighing in the vicinity of 90 pounds, to raise and lower it by hand wth comparative ease, and at the same time with enough friction so that the window will remain stationary in any position desired.

Referring to the illustration, the balance is operated by a coil spring, which is compressed as the window is lowered. The entire spring assembly moves up and down on short arms offset from the main arms. As the spring is compressed, the spring assembly rides upon these arms and decreases the leverage, which equalizes the compression of the spring and permits an even balance of the sash in all positions. A unique feature of this device is the method by which the glass rides free on two small bronze rollers, and the way the arms are offset to permit them to pass each other.

It is easy to apply this device and simple to adjust, no tools being required. To increase or decrease tension of the spring, it is simply necessary to turn the spring housing by hand, in order to procure the desired adjustment. The glass moves in a spring brass channel and bears against a spring brass weather stripping. A locking device is provided which permits the locking of the window at any position, by forcing the glass outward against the weather stripping, thereby also assuring a weather-proof fit.

Of great importance in the construction of any device such as this which is to be used on board ship in a weather-exposed location, is the nature of the material used. It is absolutely essential that the materials should have the quality of resisting corrosion, which is particularly active in such service. On this account, this window balance is made entirely of bronze, with the exception of the steel spring which is encased in a bronze cylinder packed with grease. As a further protection, it will be seen from the illustration that the device is mounted on the side panel of the ship, and can, if desired, be enclosed, instead of being set on deck. In this manner, both on account of the materials used, the design and the method of installation, deterioration from any cause and the possibility of water accumulating about it, is forestalled.

W. A. SEWARD, well known in New England traffic circles, has joined the Boston staff of the American-Hawaiian Steamship Co.

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British Start New Liner in South American Run

A new vessel, the VOLTAIRE, shown in the accompanying illustration, entered the New York-South American trade of the Lamport & Holt line at the end of 1923. The VOLTAIRE was recently completed at the shipyard of Messrs. Workman, Clark & Co., Ltd., Belfast, Ireland. She is a twin screw, oil burning steamship of 13,500 tons gross register, and with a displacement of 21,000 tons. She is 526 feet long. Her stern is of the cruiser type and she is modeled on attractive lines. Two sets of quadruple expansion engines develop 7500 indicated horsepower and give her a maximum speed of 16 knots. An extensive equipment of auxiliary machinery includes three large turbo-driven dynamos, each of 90 kilowatts and capable of operating her entire electrical system of lighting, ventilation, and radio transmission. Five hatches are worked by 14 derricks and 14 steam winches.

16 KNOT PASSENGER AND FREIGHT CARRIER VOLTAIRE NOW RUNNING BETWEEN NEW YORK AND BUENOS AIRES

The strictly artistic and decorative features have been given the closest attention in every detail and the results justify the expenditure in painstaking care and in money.

All of the staterooms are appointed with every luxury and with good taste. There are some suites deluxe or special cabins on the bridge deck convenient to the entrance hall and the public rooms, all with private baths, lavatory, and trunk room accommodations. Many of the staterooms on both decks have private baths and the few without them are located within easy distance of porcelain-fitted tubs and showers.

The general scheme of decoration in the dining saloon is Italian renaissance. This room is 75 feet long and covers the entire width of the vessel. The paneling is of ivory tone with gold and blue decorations. A brilliantly lighted dome covers the central portion some 35 feet above the deck. The furniture is of quartered Italian walnut, upholstered in leather of antique blue. Two hundred and eighty passengers may be cared for at one sitting.

The smoking room is a reproduction of the living hall of an English mansion in the time of Henry VIII. The walls and beamed ceilings are of plaster with carved oak panels. The furniture is varied in effect, most of it covered in leather.

A sheltered veranda cafe, fitted with wicker furniture, paneled in a treillage of teak, opens out on the smoke room. The lounge is located forward on the same deck, and is the most superb room of the vessel. It is designed after the direc-toire period of France. The floor is covered with carpet, especially made for the vessel and on it is laid a great number of Persian rugs. The chairs and settees are upholstered in silk damask and tapestry. The room is surrounded with French windows arranged in bays which give a maximum of light and ventilation. Opening off the lounge and separated from it by a series of sliding glazed screens is the music room. By pressing a button, the two rooms can be thrown into one, when the combined space is needed for concerts or other public entertainments.

Wins Manganese Bronze Propeller Order

The William Cramp & Sons Ship & Engine Building Co., Philadelphia, has just received from the shipping board a contract for manufacturing manganese bronze propeller blades. These will total about half a million pounds and constitute the requirements of the shipping board for six months. These blades vary in weight from 4000 pounds apiece to the large blades of the GEORGE WASHINGTON which weigh about 9000 pounds apiece. They are used on propeller wheels varying in weight from 20,000 pounds to 48,000 pounds, the weight of the GEORGE WASHINGTON'S wheels. To turn out these blades, the Cramp company has the largest marine brass foundry in the world with a capacity of at least a million pounds per month.

Another large contract recently taken by the Cramp company was from the Oxweld-Acetylene Co., a subsidiary of the Union Carbide Co., the largest organization of its kind in the world. The contract covers 250,000 pounds of manganese bronze welding rods. These rods are used in the oxy-acetylene process of high fire brazing of malleable iron, brass and bronze castings.

Up until a short time ago, broken castings of malleable iron, brass and bronze had to be thrown away but this new process of brazing coupled with the manganese bronze rods has made it economical to save many castings which would otherwise be scrapped.

The department of commerce through its division of simplified practice has recognized the attention given by the Cramp company to the development of the use of bronze for marine work by the appointment of W. P. Smith, sales manager, as a representative of the American Marine Standards committee on the various committees of the American Society for Testing Materials in connection with the standardization of brass and bronze alloys. The growing use of bronze for marine work and the importance of the parts of a ship and of ship machinery for which it is used has brought out the need for expert study of the drawing of specifications.

Other officials appointed by the department of commerce for similar work are: W. A. Dobson, naval architect, chairman of the technical committee on hull details; J. F. Metten, chief engineer, member of committee on engineering insulation; J. C. Shaw, marine engineer, member of committee on shafting; G. C. Marlack, superintendent of foundries, member of committee on bitts and cleats; G. A. Pierce, electrical engineer, member of committee on electrical installations on shipboard.

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Casts 20-Ton Bronze Propeller

Bath Foundry Turns Out Exceptionally Large Casting For Replacement Use on Leviathan

MANY records have been broken in the construction and refitting of the United States steamer LEVIATHAN and now comes the newest record, that of casting a spare bronze propeller calling for the pouring of 54,500 pounds of metal into a single mold. There are few plants in the country, probably few in the world, where such a heavy bronze casting could be turned out, and it may cause surprise to some to learn that one of these few plants is located in the little town of Bath, Me. The Hyde Windlass Co. has specialized on bronze work for many years and gradually has built up its facilities for turning out larger and larger work. Previous to the casting of the big LEVIATHAN spare propeller, this plant had turned out several propellers of as large or larger diameter, but nothing approaching it in weight.

The propeller of the LEVIATHAN is 16 feet 6 inches in diameter and weighs approximately 40,000 pounds in its finished state and is believed to be the heaviest propeller ever made in this country.

Some idea of the size of the casting may be gained from the accompanying illustrations. The bore is 20 inches and in one of the views, a standard 10-inch launch propeller is shown inside the bore.

The casting of the LEVIATHAN propeller, independent of the metal used, was a decidedly special job. It took five hours to melt the 27 tons of bronze required and after pouring, the propeller was left 12 days in the mold.

The foundry practice in connection with this huge propeller at all times was under the careful supervision of a representative of the American Bureau of Shipping. George W. Deane, superintendent of the Hyde Windlass Co.'s foundries was directly responsible for the molding and pouring. A wooden pattern for one blade of the propeller carefully was made up from blue prints, and after this was finished and approved, it was firmly mounted on a spindle free to swing 360 degrees and yet held at all times at the same angle with respect to the horizontal. One blade was molded at a time, the pattern being swung through exactly 90 degrees after each impression. Care was taken in setting the pattern each time to insure equal spacing and uniform pitch. The specifications gave small tolerance in the rough casting. In pouring the mold, test bars were precasted to determine quality of the molten metal and later test bars were cut from the casting itself and tested by the American Bureau of Shipping. Results in all cases were satisfactory. When lifted from the mold the surface of the large casting was as smooth as the surfaces of small launch propellers continually turned out at this plant. However, despite the smoothness of the casting, considerable time was required to finish the propeller as it had to be chipped and ground to a true pitch, and all the surfaces ground to a good finish. The rough casting was finished by air chippers and portable grinders. The grinders used were some designed and built in the Hyde shops. Two sizes of wheels were used, 6 inches and 8 inches in diameter and the work of grinding took several days for a gang of five or six finishers. As the grinding neared completion the propeller was placed on steel supports as shown in Fig. 2 for the purpose of balancing, and additional metal here and there was taken off until the balance was such that a slight touch would turn the propeller completely over.

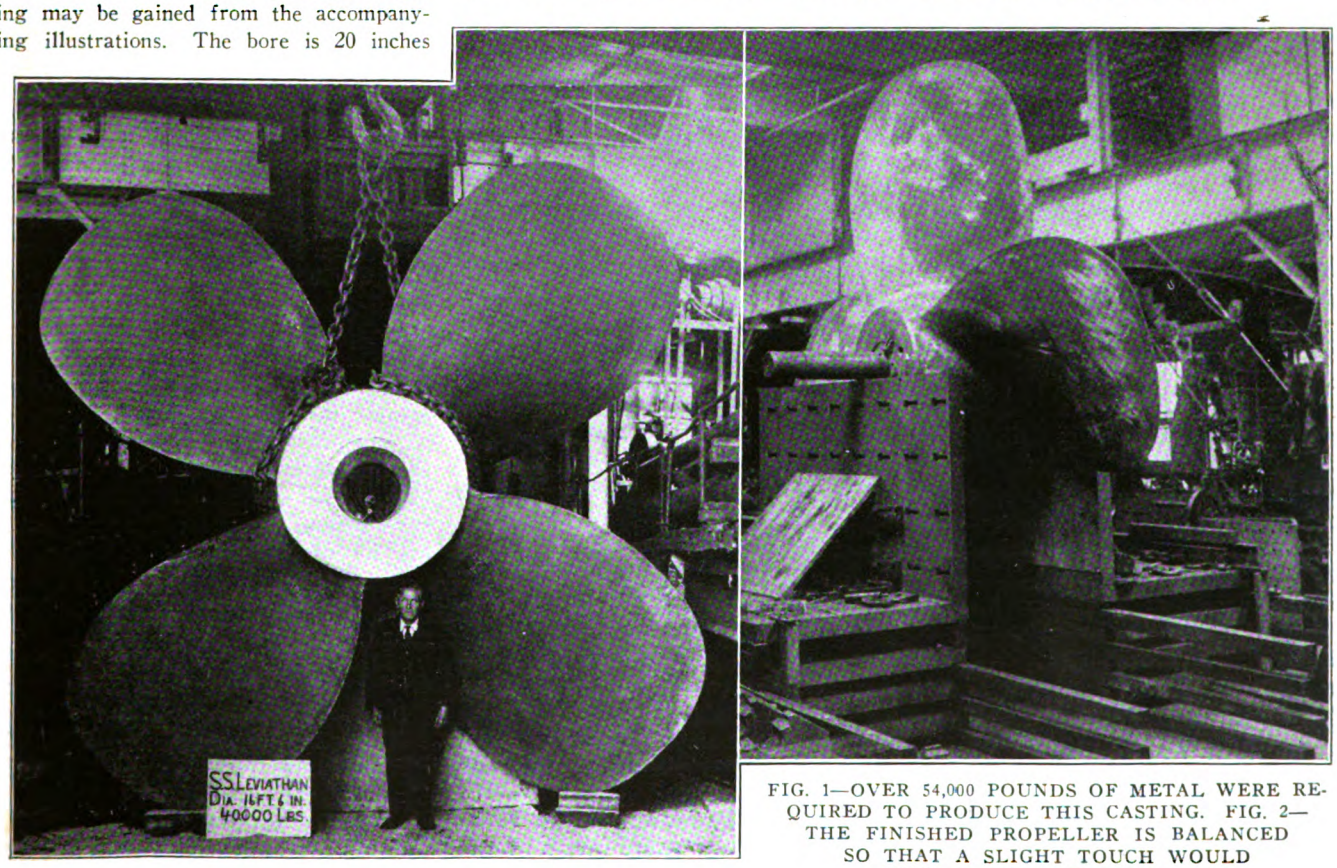

FIG. 1—OVER 54,000 POUNDS OF METAL WERE REQUIRED TO PRODUCE THIS CASTING. FIG. 2—THE FINISHED PROPELLER IS BALANCED SO THAT A SLIGHT TOUCH WOULD TURN IT OVER COMPLETELY

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How Ship Growth Affects Ports

Constant Increase in Vessel Size Presents Serious Problem to Port Authorities—Probable Trend of Growth

BY COMMANDER JOHN H. WALSH

THIS paper aims to set forth anew the growth that has occurred in the different types of ships in more recent years and to draw, as far as possible, reasonable conclusions as to the probable future growth of ships, as well as to point out that a further study of the causes leading to the growth of ships is urgently needed so that ports and interoceanic canals may know what to expect. And it is most important to ports to know what to expect, for we are today building the ports future ships must use.

Need Proper Port Control

I shall discuss only the physical relations which exist between ports and ships, but permit me incidentally to say I believe the sound administration of ports is a subject in which most members of this society have not hitherto sufficiently concerned themselves. The great magnitude of the operations of the ports of this land is shown in Fig. 1 which reveals also their steady growth. So large have become these operations that I think the sound administration of ports may reasonably be regarded as a matter of great public moment.

It is the proper co-ordination of the dimensions of ships, harbors and port facilities upon which I wish to dwell. This co-ordination is necessary whether the ship is a merchant ship or a man-of-war.

Necessity exists too, for co-operation in providing handling equipment on ships and on shore and in stevedoring, but I shall not discuss those phases.

On what basis is this necessary co-ordination of future dimensions of ships and ports to be secured? It has been proposed in the past, as you are aware, to limit the draft of merchant ships by governmental action. For example, at the twelfth international congress of navigation held in Philadelphia in 1912, the following resolution was recommended for adoption by the congress:

"1. It is desirable that a limit be set to the drafts of seagoing vessels.

"2. Government aid should not be extended to the building of seagoing vessels whose drafts exceed 32.2 feet.

"3. There should be an international agreement confining the maximum dimensions of seagoing vessels built or operated under government subvention, and these are tentatively suggested to be as follows:

Length	900 feet
Breadth	105 feet
Draft	32.2 feet

"4. Any maritime canal which has locks with a usable length of 1000 feet, and a width of 110 feet and a depth of water at the sill of 35 feet, will fulfill every reasonable requirement of navigation."

Ship Sizes Increase

This resolution was not passed by the congress. What would have resulted if it had been passed and if the various governments had acted favorably on it is a question. What did actually occur was a striking development in the dimensions of ships, ports and canals throughout the world. It was somewhat checked as regards passenger ships by the war. Later it was checked as regards men-of-war by the limitation of naval armaments. And then came lean years for shipping and high money rates. But the growth of certain classes of ships continued and will, I believe, continue unless new elements are interjected into the situation. This growth is the result, at least in some degree, of economic law. Owners of cargo ships are seeking cheaper ways to carry ocean freights. Perishable commodities require more rapid transportation. Owners of passenger ships find large ships in demand. Designers of men-of-war are alert for new gains in fighting efficiency. The result sought by each has been secured through increasing the size.

Thus a great growth in ships has already occurred and the federal government, which provides the channels, and the ports, which provide the port facilities, are equally in the dark as to the future requirements.

There has been a feeling in some quarters that, in the long run, ships would be limited in growth by the accommodation of the ports. It is becoming clear, I think, that it is not true. Ships will not be arbitrarily limited by ports. I doubt if you could so limit them permanently even by international agreement if the laws of economics demanded expansion. And neither will ships permanently be limited in dimensions by the canals, unless the canals are right about it. On the contrary, facilities must, within reasonable limits, be developed to conform to the demands of ships. That does not mean that ships may make unlimited demands on ports and canals and have them honored, but it does mean that reasonable demands have been and will be honored. It does mean that the problem must be looked at as a whole.

If each shipowner paid not only for the ship but paid as well for his share of harbor and port improvements, the ports would feel sure the owner would not ask too much. But that is not the case. The government must deepen the channels; the port must enlarge its facilities. And the cost of these improvements is paid only in small part by the shipowner.

Since ships something over 20 years ago commenced their spectacular growth, ports and governments have been more and more preoccupied with the problems raised. Considering the magnitude and importance of these problems, and the power and wealth of the interests concerned, it seems strange that the problems should not have been, at once, subjected to intensive study. This study was perhaps delayed because of the number of interests involved and the unorganized state of certain of the interests. And it was delayed, no doubt, because the various interests are highly competitive amongst themselves. Governments, ports, owners, designers, builders—all are in competition. All have jealously guarded secrets. Each has its own method of handling affairs and his own point of view. And there is no co-ordinating force above them all.

Cargo Ships

I present with acknowledgement to the compiler, copies of a set of admirable curves presented by J. Foster King to the thirteenth international congress of navigation held last July showing the growth in the dimensions of cargo ships during the last 30

Paper presented at the thirty-first general meeting of the Society of Naval Architects and Marine Engineers, New York, November, 1923. The author, Com. John H. Walsh, retired, was in the construction corps, United States navy.

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years. Their steady growth in length, breadth and draft is clear. The maximum draft of such ships has, for a number of years, adhered pretty closely to the available depth of water in the Suez canal. That limit has now, for the time, been removed by the deepening of that canal. The canal is to be brought to a depth of more than 39 feet. The deepening of the Suez canal was hastened by the completion of the Panama canal, its rival, which has 40 feet of water.

Ports Must Deepen Channels

Remembering that large cargo ships have, in the past, followed closely the increasing dimensions in the Suez canal, what are we now to conclude? Obviously shipowners have, in the past, found advantages in increasing the dimensions of cargo ships. On the face of the thing, I am unable to resist the conclusion that a further increase in the draft of cargo ships will probably occur. This increase will be minimized for the time being by the inevitable delay of the ports in adopting the standard of depth already accepted by the two great interoceanic canals. And it is doubtful if cargo ships will ever need to utilize fully the new depth of the canals. But all ports, as far as they may reasonably do so, will conform to the new standards on penalty of losing trade to competitive ports. A new standard is thus being forced on the cargo ports and on the canals of the world. This increase in the depth of ports will cost large sums of money, but even small unit reductions in the cost of carrying the waterborne freights of the world will, in the aggregate, result in such large economies that great expenditures can be justified. And the constantly growing cargo business of the world will, in time, obviously justify not only larger and larger sums for port improvements but will also make it possible for larger and larger cargo ships to obtain full cargoes.

And here let me invite your attention to the remarkable paper presented to the thirteenth international congress of navigation by Sir John Biles. In this paper the author investigates the "problem of the most suitable dimensions for cargo-carrying ships." From his investigations he draws certain interesting conclusions as to the most suitable dimensions of cargo ships for certain purposes. These conclusions are limited, to be true, in their application, but what is even more interesting than his conclusions is his method of attacking the problem. To those who are charged with the responsibility of creating harbors

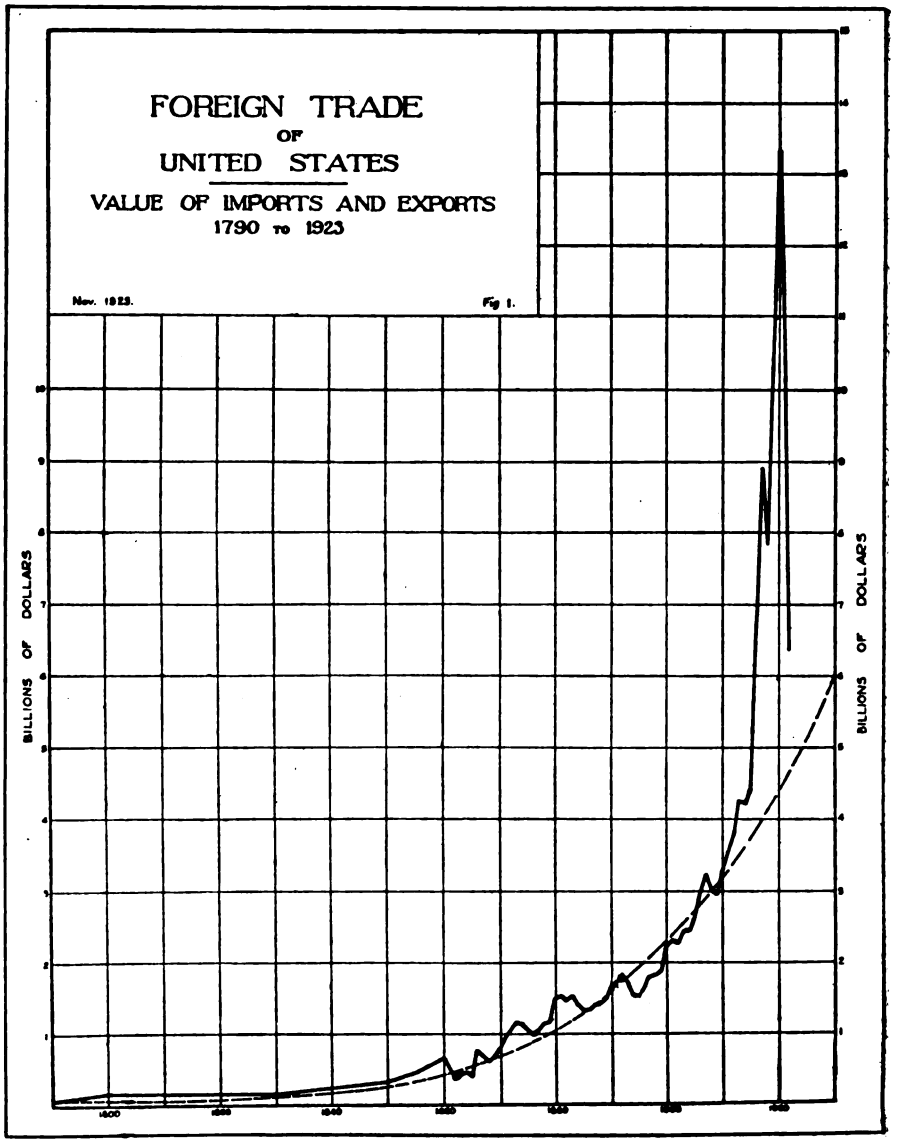

FIG. 1—VALUE OF UNITED STATES FOREIGN TRADE SINCE 1790

and port facilities for the future, his method seems indeed far more important than his limited conclusions. He has laid down a general method of attacking the problem of the dimensions of cargo ships. It seems probable that if data which now exist in various organizations could be assembled, Sir John Biles' investigations could be continued until we knew with some degree of certainty what the cargo ships of the future are likely to do as regards dimensions. And this is just the information ports, governments and canals would like to have long in advance.

Sir John Biles' curves show that economy cannot be endlessly secured by increasing the size of the cargo ships. He shows that it is only comparatively fast cargo ships on long runs which need to be large. He shows also that it is not only necessary to have a quick turn around for fast ships, as we all know, but that one can say with fair accuracy how much extra we can afford to spend in equipment and for labor to get "turn around" for some ship not yet in existence. This, too, is information the port should have. It appears, thus, that you gentlemen who build, design and operate ships are about to find out something about your business of as much importance to ports and canals as to yourselves. And, perhaps, the most welcome fact Sir John Biles has established is that there is, as far as cargo ships are concerned, a finality to the necessary expansion of harbors and canals.

Passenger Ships

Let us now consider the case of the passenger ship. It is a different case from that of the cargo ship.

Fig. 2 shows a diagram and curve of growth of the largest liners on the north Atlantic. It shows the steady, rapid, spectacular, ever-aston-

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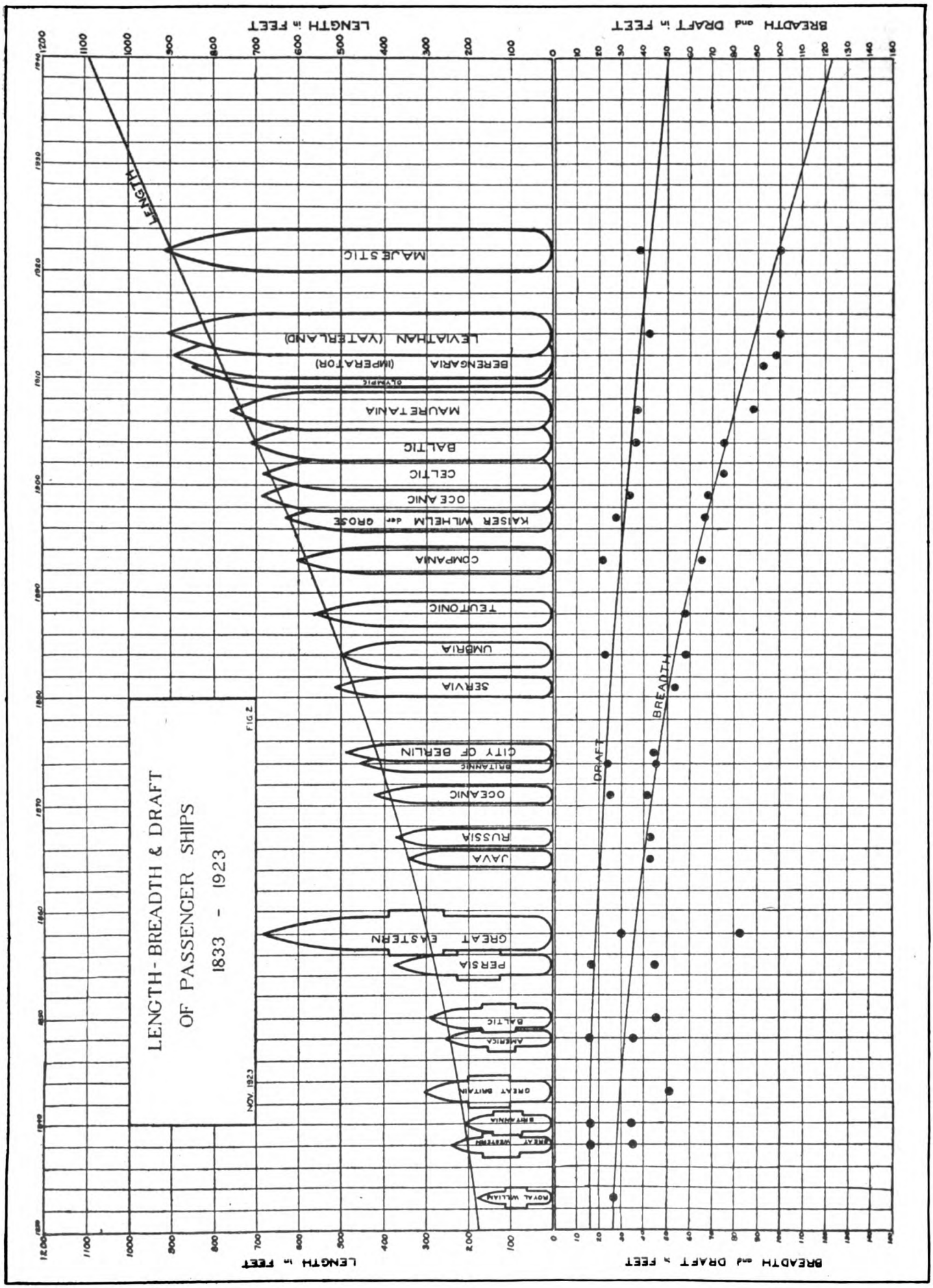

FIG. 2—TREND OF GROWTH IN LENGTH, BREADTH AN D DRAFT OF PASSENGER SHIPS IN THE PAST 80 YEARS

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ishing growth of these ships. I have ventured to continue these curves to the year 1940, not because I make the definite prophecy that dimensions as great as those shown on these curves will be achieved by that date, but to indicate where we shall arrive if we continue at the present rate. The dimensions from curve for 1940 are: Length, 1090 feet; breadth, 122 feet; depth, 50 feet.

In the many papers discussing the growing dimensions of passenger ships which were presented to the thirteenth international congress of navigation, little hope was held out to the perturbed port authorities that the period of growth was finished. The official opinion of the congress was indeed that growth would continue.

Thinking further on the passenger ship situation, it appears probable that similar causes to those which produced the spectacular growth of vessels on the so-called Atlantic ferry are operating in less degree on other passenger routes. If that is true, we must eventually see a great growth in the size of the vessels in the lines connecting North America and Europe with the other continents. This growth is indeed already under way. The problems of accommodating the great ships of the north Atlantic will eventually become the problems of ports in many parts of the world. How far, may we ask again, is this growth of passenger ships to continue? Is there any limit to it? Is there any alternative to the particularly terrifying increase in draft? Can increasing the beam and the length of ships, as we have done on the Great Lake freighters and on our new shallow draft scout cruisers, be made a satisfactory substitute for increasing the draft? We have had contradictory answers from eminent naval architects. What are the facts?

Costs Will Fix Trend

Obviously the problem of the passenger ship is different from that of the cargo ship. Cargo, speaking generally, seeks cheap transportation. It will, perhaps, seek a certain degree of speed, too, in time. But passenger traffic seeks speed and comfort now and at once. And the companies which build the passenger ships are doubtless well able to appreciate the advantages in advertisement which come from possessing large ships. It does seem to me, however, that the cost of transporting passengers on various types of ships must give us some clue to the probable ultimate development of these ships. I should like to see the cost of carrying passengers developed in some striking manner similar to that adopted by Sir John Biles in his analysis of the dimensions of cargo ships. I should like to see elicited the ideas of builders who have built the biggest ships and operators who have run them as to the practical difficulties incident to increasing size.

The money which a port can afford to spend to accommodate the largest passenger ships is not easily to be determined. True, there are only a few of these big ships. But it will not do to appraise their value to a port by their number or carrying power. Great ships have a power to draw trade for ports as well as for lines. Perhaps we shall never be able to say what a great passenger liner is worth. Still, let us have as many facts as we can get. Even though there are imponderable elements in the problem, let us have as many facts as possible to aid our judgment; and let us have the best minds of all the maritime professions consider if an alternative to the ever-increasing draft cannot be found.

Men-of-War

I have prepared also for your consideration curves showing the growth in dimensions of American men-of-war during the last 35 years. You are all familiar with this growth. These curves, by a stroke of diplomacy, become at least temporarily largely academic in their interest. You know that the present dimensions of the Panama canal were fixed with regard to the probable future dimensions of fighting ships. You know, too, that there is now a limitation by international agreement on the size of armed ships and there is a holiday in building. The limitation promises results in the dimensions of fighting ships very satisfactory to those who provide channels, harbors, drydocks and canals. Fighting ships have at least temporarily and perhaps permanently disappeared as a runner up of the dimensions of canals and ports. Indeed the stabilizing of the dimensions of naval ships may also assist us to stabilize the great canals of the world, and they, in turn, will influence the ports and the merchant ships. In the race of increased dimensions the passenger liners now remain in the star part with the cargo ship and man-of-war only poor seconds.

But leaving aside the international agreement concerning armaments, where would purely technical and operating conditions have carried the growth of warships? It may be that, beyond a certain point, offensive and defensive power and mobility are better secured by a multiplicity of units rather than by increasing the size of units. But where is that point? What is the point in dimensions to which great military ships would be approaching if it were not for our happy international agreement? Is it possible to say? I am afraid it is not possible to answer this question very definitely. I am afraid that our answer to the cargo-ship problem is the most definite we shall get for any ship. I suspect that in common sense the answer to the question of the ultimate dimensions of passenger ships may have eventually to be decided, at least to some degree, by international agreement. Perhaps the dimension to which men-of-war would tend, if designers were unrestrained by agreement and the dimensions of ports and canals, is still more indefinite.

A Suggestion

I think anyone who considers the present situation of the relation between ports and ships will agree that this important matter of the dimensions of ships should be subjected to an exhaustive study. The main difficulty seems to that the necessary information is now in many hands, and much of it is confidential. All necessary information should be placed in the hands of one group of persons. Sir John Biles has, in England, suggested the endowment of a chair to study the dimensions of ships. Our method of solving the problem should perhaps be different. In this country it happens that all the skill, knowledge and judgment necessary to the solution of our problems lies ready to hand in the various departments of the government. Our shipping board has reliable information as to the cost of building and operating every type of merchant ship. And it has information as to the cost of handling cargo. Our navy department has all the necessary information as to fighting ships of every sort and a highly developed ship-design organization. The war department has full information as to the cost of harbor works, ship channels, canals and port facilities. A suitable reconciling force or power with the duty to collect and study the information available is still lacking. I am satisfied that the results would be of the utmost value to the federal government itself; and the ports would gain great advantage from such information. My own studies, far from being comprehensive as they are, have led me to many val-

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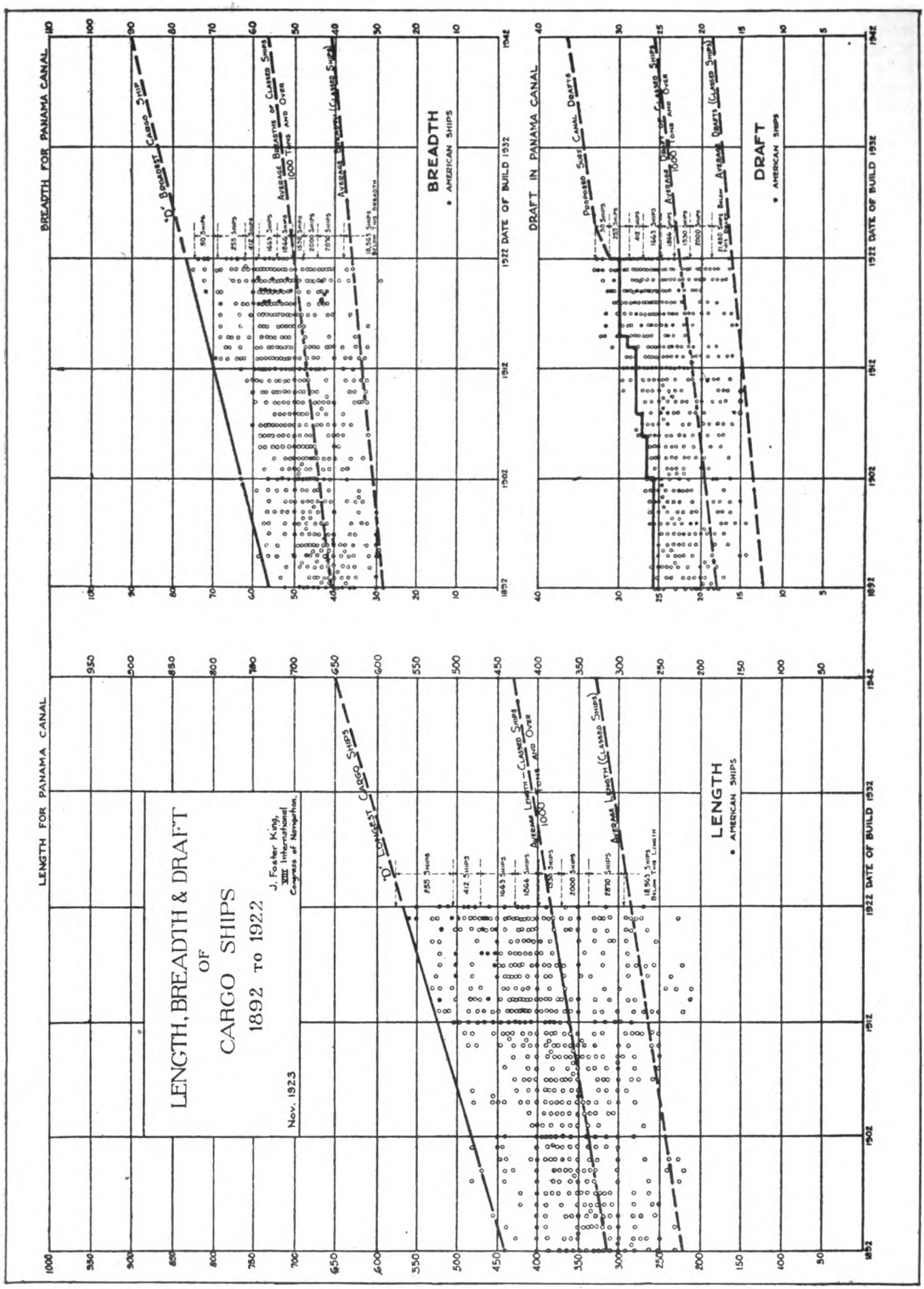

FIG. 3—TREND OF GROWTH IN LENGTH, BREADTH AND DRAFT OF CARGO SHIPS IN THE PAST 30 YEARS

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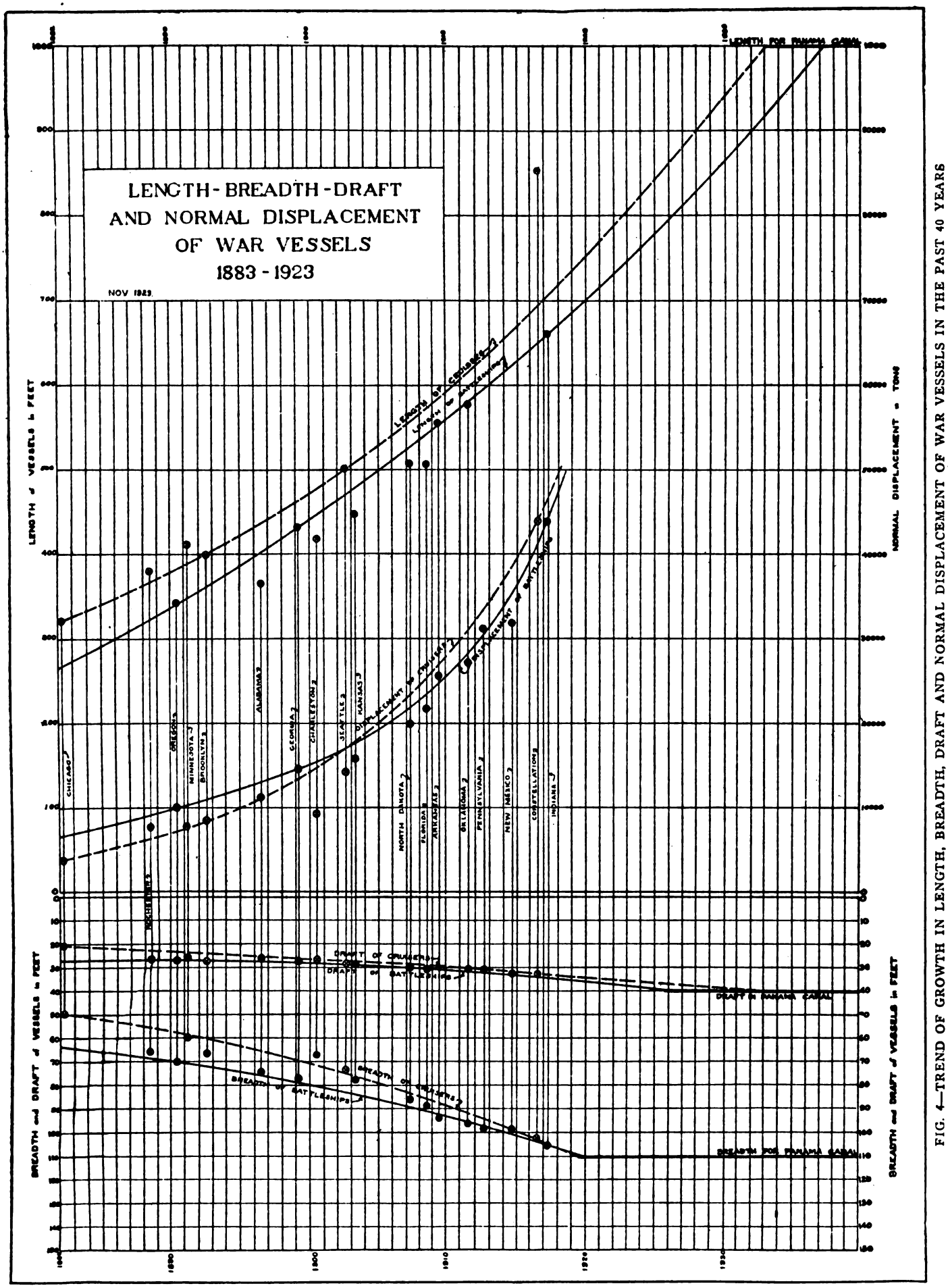

FIG. 4—TREND OF GROWTH IN LENGTH, BREADTH, DRAFT AND NORMAL DISPLACEMENT OF WAR VESSELS IN THE PAST 40 YEARS

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uable conclusions concerning our own port of New Orleans, not only as regards the growing total of cargo which we must handle year by year in the future, but as to the reasons why cargo and passenger ships are knocking at our door for deeper channels and larger port facilities. Above all else, these studies have shown me how much we all need yet to know about the probable future growth of ships.

Addenda

1. "Some Problems of Port Development." Address by Major-General W. M. Black, U. S. A., retired. Printed in the November, 1920, issue of the *National Public Opinion*.

2. "Dimensions to be Given to Maritime Canals" (technical point of view. Probable dimensions of the seagoing vessels of the future). Report by Elmer L. Corthell, Dr. Sc., civil engineer, New York, before the twelfth international congress of navigation, Philadelphia.

3. "The Accommodation to be Provided for Ships in Connection with the Construction of New Works at Ports in Order to Satisfy the Future Dimensions of Ships." Report by F. T. Chambers, captain, C. E. C., U. S. N., consulting engineer on port facilities, U. S. board of engineers for rivers and harbors, war department, before the thirteenth international congress of navigation, London, 1923.

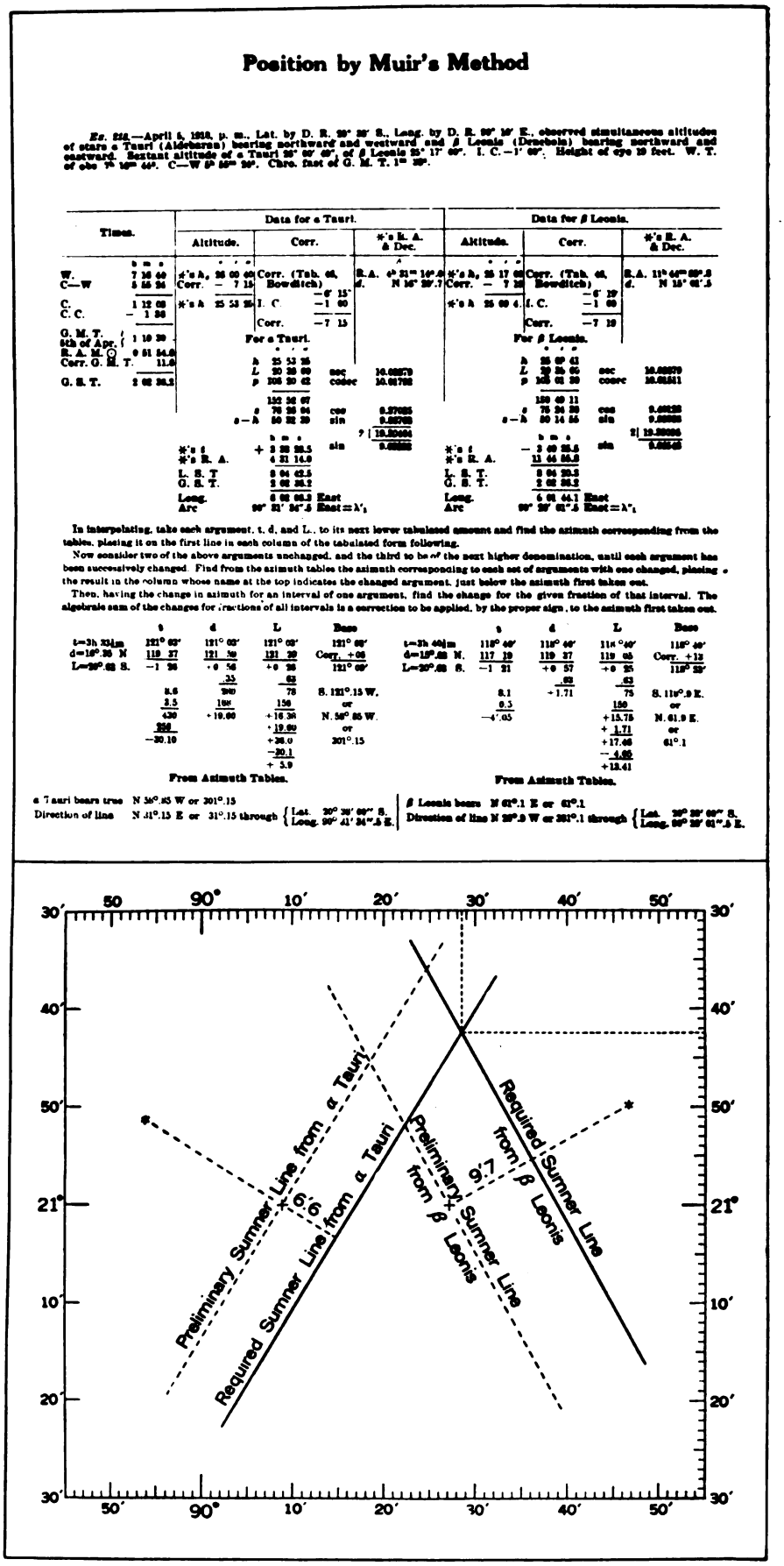
4. "The Accommodation to be Provided for Ships in Connection with the Construction of New Works at Ports in Order to Satisfy the Future Dimensions of Ships." Reports by Sir John Biles, K. C. I. E., LL. D., D. Sc., M. Inst. C. E. London, and J. Foster King, C. B. E. M. Inst. C. E., chief surveyor to the British Corp. for the Registration of Shipping, Glasgow, before the thirteenth international congress of navigation, London, 1923.

5. Conference on the limitation of armament, Washington, Nov. 12, 1921, to Feb. 6, 1922. (Government printing office.)

6. Ships' Data—U. S. naval vessels. Navy department. (Government printing office.)

W. R. DALE has been appointed export and import agent for the Great Northern railroad with headquarters at Seattle. Mr. Dale, until recently general agent for the railroad at Victoria, B. C., succeeds the late H. A. Jackson.

T. ISHIZAWA, for two years manager at Seattle for the Nippon Yusen Kaisha, has been transferred to New York to act as manager for his employers. S. Ogata, assistant manager, succeeds him at Seattle.


Position by Muir's Method
Preliminary Summer Line from α Tauri
Required Summer Line from α Tauri
Preliminary Summer Line from β Leonis
Required Summer Line from β Leonis
6.6
9.7

THE HYDROGRAPHIC OFFICE HAS DEVELOPED A NEW METHOD OF FINDING A SHIP'S POSITION. HOW THE SAME PROBLEM IS SOLVED BY AN OLD AND BY THE NEW METHOD IS SHOWN IN THE ABOVE AND THE FACING ILLUSTRATIONS

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Find Ship's Position by New Method

A new and shorter method for finding a ship's position is given in hydrographic office publication No. 203, carrying the title of "The Summer Line of Position, furnished ready to lay down upon the chart by means of Tables of Simultaneous Hour—Angle and Azimuth of Celestial Bodies."

It is desirable that navigators should be informed of the delivery by the government printing office of this volume, in which the hydrographic office has provided the means for the practice of a new method of finding position in navigation from the observation of the altitude of the sun or other celestial body.

The chronometer time of the observation of an altitude indicates the longitude from Greenwich of the meridian on which the observed celestial body is located. The tables of this publication give the hour-angle, or longitude counted from the meridian of the observed body of the intersection of the observer's position-line with a designated parallel of latitude so that the longitude from Greenwich of this point of latitude of the observer's position-line is immediately found by algebraically adding together the longitude of the observed celestial body indicated by the chronometer and the longitude of the observer from the observed body, taken from the tables, and hence, since the azimuth of the observed celestial body is tabulated by the side of the hour-angle, the position line may be at once drawn through the point thus found in a direction at right angles to the bearing of the observed body, as indicated by the azimuth.

Divested, as it is, of the use of logarithms and, indeed, of all computation within the usual meaning of that term, and requiring reference to only a single page of the table, the solution is of unusual simplicity and brevity among navigational methods which yield results suffering no detraction from theoretical accuracy, and renders the course of procedure the same, whatever the situation of the observed body in the heavens may be, provided only that the conditions admit of the accurate measurement of the altitude at a known instant of time.

The limits of the tables in H. O. No. 203 are latitude 60 degrees N., to 60 degrees S., declination 27 degrees N. to 27 degrees S.

The statutory price of this volume of 869 pages has been fixed at $2.25

Position by New Method, H. O. No. 203

April 5, 1918, p. m., latitude by D. R. 20° 38′ S., longitude by D. R. 90° 10′ E., or 6h 00m 40s E., observed simultaneous altitudes of stars α Tauri (Aldebaran) bearing northward and westward, and β Leonis (Denebola) bearing northward and eastward. Sextant altitude of α Tauri 26° 00′ 40″, of β Leonis 25° 17′ 00″ I. C.—1′ 00″; height of eye 19 feet; W. T. of observer 7h 16m 44s; C.—W. 5h 55m 24s. Chronometer fast of G. M. T. 1m 38s. Required the ship's position.

IX

	h. m. s.
W. T.	7 16 44
C.—W.	5 55 24
Chro. T.	1 12 08
C. C.	−1 38
G. M. T.	1 10 30
R. A. M. S.	6 31 54.6
Cor. for G. M. T.	11.6
G. S. T.	2 02 36.2

Data for α Tauri (Aldebaran).	° ′ ″
Alt. by sextant	26 00 40
Correction	−7 15
True altitude	25 53 25
Table 1	−6 15
I. C.	−1 00
Correction	−7 15
R. A. from Nautical Almanac	h. m. s. 6 31 14.0
Dec. from Nautical Almanac	16° 20.7′ N
G. S. T.	h. m. s. 2 02 36.2
R. A. α Tauri	6 31 14.0
G. H. A.	2 28 37.8 E.

Data for β Leonis (Denebola).	° ′ ″
Alt. by sextant	25 17 00
Correction	−7 19
True altitude	25 09 41
Table 1	−6 19
I. C.	−1 00
Correction	−7 19
R. A. from Nautical Almanac	h. m. s. 11 44 55.8
Dec. from Nautical Almanac	15° 01.5′ N
G. S. T.	h. m. s. 2 02 36.2
R. A. β Leonis	11 44 55.8
G. H. A.	9 43 10.8 E.

From the tables of simultaneous hour angles and azimuths for latitude 21° S., which is the whole degree of latitude next to the D. R. latitude, and altitude 26°, which is the nearest tabulated altitude to the corrected measured altitude, we obtain the hour angle and the azimuth for α Tauri (Aldebaran) thus:

Corresponding to declination 16° of the contrary name to the latitude,

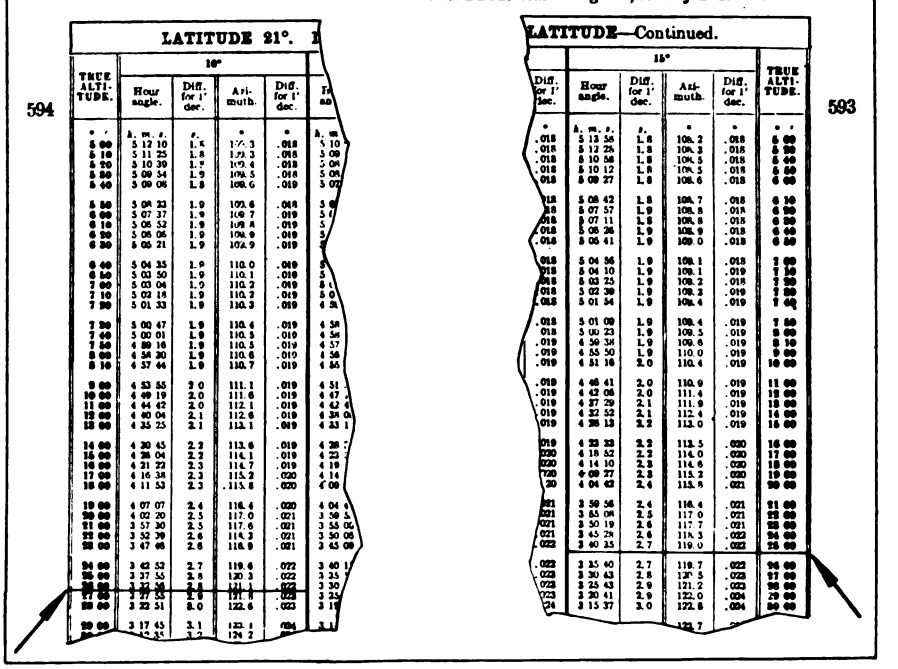
	h. m. s.		s.		°		°
H. A.	3 32 56	Diff. for 1′ dec.	2.8	Azimuth	S. 121.1 W.	Diff. for 1′ dec.	0.022
Cor. for 20′.7 dec.	58		20.7	Cor. for 20.7′ dec.	0 5		20.7
Local H. A.	3 31 58 W.		199	Local azimuth	S. 121.6 W.		184
G. H. A.	2 28 37.8 E.		58				44
Longitude	0 03 20.2 E. or 90° 08′ 57″ E.		57.98				0.4664

And likewise for the hour angle and azimuth of β Leonis (Denebola), by entering the tables with latitude 21° and altitude 25°, we obtain:

Corresponding to declination 15° of contrary name to the latitude,

	h. m. s.		s.		°		°
H. A.	3 40 35	Diff. for 1′ dec.	3.7	Azimuth	S. 119.0 E.	Diff. for 1′ dec.	0.022
Cor. for 1.5′ dec.	4		1.5	Cor. for 1.5′ dec.	.0		1.5
Local H. A.	3 40 31 E.		135	Local azimuth	S. 119.0 E.		110
G. H. A.	9 43 10.8 E.		27				22
Longitude	6 01 39.8 E. or 90° 27′ 09″ E.		4.05				.0330

The preliminary Sumner line from the observation of α Tauri (Aldebaran) is therefore drawn through a geographical position in 21° S. and 90° 08′ 57″ E. in a direction 211.°6—that is, at right angles to the direction S. 121.°6 W.—and then transferred parallel to itself for a distance of 6.6′ away from the bearing of α Tauri (Aldebaran), since the corrected measured altitude is 25° 53′ 25″, which is 6.6′ less than the altitude 26° employed in entering the tables. And, in like manner, the preliminary Sumner line from β Leonis (Denebola) is drawn through a geographical position in 21° S. and 90° 27′ 09″ E. in a direction 151°—that is, at right angles to the direction S. 119° E.—and then transferred parallel to itself for a distance of 9.7′ toward the bearing of β Leonis (Denebola), since the corrected measured altitude is 25° 09′ 41″, which is 9.7′ higher than the altitude 25° employed in entering the tables. These Sumner lines are plotted in the accompanying figure, and the intersection of the required lines shows the ship's position at the time of the observations to have been in latitude 20° 42½′ S. and longitude 90° 28½′ E. Although the method of plotting—which is the most convenient course to pursue when the necessary chart or plotting sheet is supplied—has been prescribed as the means of finding the Sumner line and finding the intersection, it will not escape attention that the procedure by computation, outlined in Articles 372 and 376 to 390 of the American Practical Navigator, is fully available.



LATITUDE 21°.

TRUE ALTITUDE.	16° Hour angle.	Diff. for 1′ dec.	Azimuth.	Diff. for 1′ dec.
° ′	h. m. s.	s.	°	°
5 00	5 12 10	1.5	177.3	.018
5 10	5 11 25	1.8	179.3	.018
5 20	5 10 39	1.7	179.4	.018
5 30	5 09 54	1.9	104.5	.018
5 40	5 09 06	1.8	103.6	.019
5 50	5 08 23	1.9	102.6	.018
6 00	5 07 37	1.9	101.7	.019
6 10	5 06 52	1.9	100.8	.019
6 20	5 06 06	1.9	100.0	.019
6 30	5 05 21	1.9	102.9	.019
6 40	5 04 35	1.9	110.0	.019
6 50	5 03 50	1.9	110.1	.019
7 00	5 03 04	1.9	110.2	.019
7 10	5 02 18	1.9	110.2	.019
7 20	5 01 33	1.9	110.3	.019
7 30	5 00 47	1.9	110.4	.019
7 40	5 00 01	1.9	110.5	.019
7 50	4 59 16	1.9	110.5	.019
8 00	4 58 30	1.9	110.6	.019
8 10	4 57 44	1.9	110.7	.019
8 20	4 56 58	1.9	110.8	.019
8 30	4 56 13	1.9	110.8	.019
8 40	4 55 27	1.9	110.9	.019
8 50	4 54 41	1.9	111.0	.019
9 00	4 53 55	2.0	111.1	.019
9 10	4 53 09	2.0	111.2	.019
9 20	4 52 23	2.0	111.3	.019
9 30	4 51 37	2.0	111.4	.019
9 40	4 50 51	2.0	111.5	.019
9 50	4 50 05	2.0	111.6	.019
10 00	4 49 19	2.0	111.6	.019
10 10	4 48 33	2.0	111.7	.019
10 20	4 47 47	2.0	111.8	.019
10 30	4 47 01	2.0	111.9	.019
10 40	4 46 15	2.0	112.0	.019
10 50	4 45 29	2.1	112.1	.019
11 00	4 44 42	2.0	112.1	.019
11 10	4 43 56	2.1	112.2	.019
11 20	4 43 10	2.1	112.3	.019
11 30	4 42 24	2.1	112.4	.019
11 40	4 41 37	2.1	112.5	.019
11 50	4 40 51	2.1	112.6	.019
12 00	4 40 04	2.1	112.7	.019
12 10	4 39 18	2.1	112.8	.019
12 20	4 38 31	2.1	112.9	.019
12 30	4 37 45	2.1	113.0	.019
12 40	4 36 58	2.1	113.1	.019
12 50	4 36 12	2.2	113.2	.019
13 00	4 35 25	2.1	113.1	.019
13 10	4 34 38	2.2	113.3	.019
13 20	4 33 52	2.2	113.4	.019
13 30	4 33 05	2.2	113.5	.019
13 40	4 32 18	2.2	113.6	.019
13 50	4 31 31	2.2	113.7	.019
14 00	4 30 45	2.2	113.6	.019
14 10	4 29 58	2.2	113.7	.019
14 20	4 29 11	2.2	113.8	.019
14 30	4 28 24	2.2	113.9	.019
14 40	4 27 37	2.2	114.0	.019
14 50	4 26 50	2.2	114.1	.019
15 00	4 26 04	2.2	114.2	.019
15 10	4 25 17	2.3	114.3	.019
15 20	4 24 30	2.3	114.4	.019
15 30	4 23 43	2.3	114.5	.019
15 40	4 22 56	2.3	114.6	.019
15 50	4 22 09	2.3	114.7	.019
16 00	4 21 22	2.3	114.7	.019
16 10	4 20 35	2.3	114.8	.019
16 20	4 19 48	2.3	114.9	.019
16 30	4 19 01	2.3	115.0	.020
16 40	4 18 14	2.3	115.1	.020
16 50	4 17 27	2.3	115.2	.020
17 00	4 16 38	2.3	115.2	.020
17 10	4 15 53	2.3	115.3	.020
17 20	4 15 06	2.3	115.4	.020
17 30	4 14 19	2.4	115.5	.020
17 40	4 13 32	2.4	115.6	.020
17 50	4 12 45	2.4	115.7	.020
18 00	4 11 53	2.3	115.8	.020
18 10	4 07 07	2.4	116.6	.020
18 20	4 02 20	2.5	117.0	.021
18 30	3 57 30	2.5	117.6	.021
18 40	3 52 39	2.6	118.3	.021
18 50	3 47 46	2.6	118.9	.021
19 00	3 42 52	2.7	119.6	.022
19 10	3 37 55	2.8	120.3	.022
19 20	3 32 56	2.8	121.1	.022
19 30	3 27 55	2.8	121.8	.022
19 40	3 22 51	3.0	122.6	.023
19 50	3 17 45	3.1	123.4	.024
20 00	3 12 35	3.2	124.2	.024

LATITUDE—Continued.

Diff. for 1′ dec.	15° Hour angle.	Diff. for 1′ dec.	Azimuth.	Diff. for 1′ dec.	TRUE ALTITUDE.
°	h. m. s.	s.	°	°	° ′
.018	5 13 56	1.8	104.2	.018	5 00
.018	5 12 25	1.8	104.3	.018	5 10
.018	5 10 56	1.8	104.5	.018	5 20
.018	5 10 12	1.8	104.5	.018	5 30
.018	5 09 27	1.8	104.6	.018	5 40
.018	5 08 42	1.8	104.7	.018	5 50
.018	5 07 57	1.9	104.8	.018	6 00
.018	5 07 11	1.8	104.8	.018	6 10
.018	5 06 26	1.9	104.9	.018	6 20
.018	5 05 41	1.9	105.0	.018	6 30
.018	5 04 56	1.9	105.1	.018	6 40
.018	5 04 10	1.9	105.1	.019	6 50
.018	5 03 25	1.9	105.2	.018	7 00
.018	5 02 39	1.9	105.3	.019	7 10
.018	5 01 54	1.9	105.4	.019	7 20
.018	5 01 09	1.9	105.4	.019	7 30
.018	5 00 23	1.9	105.5	.019	7 40
.019	4 59 38	1.9	105.6	.019	7 50
.019	4 58 50	1.9	110.0	.019	8 00
.019	4 51 16	2.0	110.4	.019	8 10
.019	4 46 41	2.0	110.9	.019	8 20
.019	4 42 06	2.0	111.4	.019	8 30
.019	4 37 29	2.1	111.8	.019	8 40
.019	4 32 52	2.1	112.4	.019	8 50
.019	4 28 13	2.2	113.0	.019	9 00
.019	4 23 33	2.2	113.5	.020	9 10
.020	4 18 52	2.2	114.0	.020	9 20
.020	4 14 10	2.3	114.6	.020	9 30
.020	4 09 27	2.3	115.2	.020	9 40
.020	4 04 42	2.4	115.8	.021	9 50
.021	3 59 56	2.4	116.4	.021	10 00
.021	3 55 08	2.5	117.0	.021	10 10
.021	3 50 19	2.6	117.7	.021	10 20
.021	3 45 29	2.6	118.3	.022	10 30
.022	3 40 35	2.7	119.0	.022	10 40
.022	3 35 40	2.7	119.7	.022	10 50
.023	3 30 43	2.8	120.5	.023	11 00
.023	3 25 43	2.9	121.2	.023	11 10
.023	3 20 41	2.9	122.0	.024	11 20
.024	3 15 37	3.0	122.8	.024	11 30

THESE EXAMPLES TAKEN FROM THE NEW GOVERNMENT BOOK

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and by remitting this to the hydrographic office, navy department, Washington, the book may be obtained. This book may also be obtained from the agents for the sale of hydrographic office publications.

The hydrographic office is now preparing computations for another volume to be known as H. O. No. 204, carrying the declinations to 60 degrees N. and 60 degrees S., which will provide data for practically all stars used in navigation not included in the limits of the tables contained in H. O. No. 203.

In further illustration of the above method, the solution of the following example, No. 218 from Muir's "Navigation and Compass Deviation," edition of 1918, is given in the two accompanying illustrations worked out both by the old and the new methods.

Standards Committee To Hold Annual Meeting

The American marine standards committee, a representative body of the shipbuilding and correlated industries working in conjunction with the division of simplified practice of the department of commerce to eliminate waste in the marine and allied industries by the adoption of standard practices, will hold its annual executive meeting in Washington Jan. 21.

Three technical committees and 16 subject committees are now at work studying hull details, engineering details, and ship operation details and supplies. It is expected that two more technical committees will be organized to consider port facilities and manufacture and construction.

The organization has so far been confined to the Atlantic seaboard, but will ultimately embrace the gulf, Great Lakes, and Pacific coast districts.

Jap Master Tells of Freeing His Ship

To the Editor of MARINE REVIEW:

ON OCT. 7, 1923, in latitude 47 degrees 24 minutes 15 seconds north and longitude 141 degrees 58 minutes 15 seconds east, near the west coast of South Kabafuto, about 7 o'clock in the evening, we ran into a sudden and terrible storm. In a short time, several ships lying nearby were blown ashore and my ship, with two other bigger ones, unfortunately stranded on a beach several miles off the above position. Both of my anchors with the chains were carried away at the first blow of the gale.

The place was very exposed, the weather quite unsettled and the sea continually rough. Assistance could not reach us for some time.

The ship's condition as found in the first hurried investigation was as in Fig. 1. I tried four times to take off by engine and sheet anchor with the crew, pumping out the bailast water, as follows: Oct. 10—No progress; Oct. 11—No progress; Oct. 11—Moved about 10 feet fore and aft; Oct. 12—Moved about 70 feet in a fore and aft line but could not bring the ship's head to the offing. At noon of Oct. 13, salvors arrived. The weather became bad and the salvors could do nothing so they sought shelter early next morning.

The ship was now exposed to a high inshore wind and sea. For fear of blowing closer to shore, I filled up all the ballast tanks to sink the hull, and also to prevent the shock of hitting the bottom. In the evening of the 13th, the wind hauled to the shore side blowing fresh. About 9 o'clock that evening the ship's head began to change and by midnight the vessel was as in Fig. 2.

From the altered position of the ship, I ascertained that she had gone over the sand bank which was now on her starboard side and which was 5 feet higher than her draft. At this moment I recalled that when we bath in sandy shallow water in summer, if there are any waves, the sand underneath our heels is washed away, making a hole in the sand. This action was now at work on the ship's bottom. The inshore drift of the remaining swell was gradually washing away the sand underneath the ship's bottom and the fresh breeze from the shore had blown her stern to the off-shore side.

I felt sure that if this action would continue, the ship would make for herself a dock with her stern to the offing. Then I could take her off by her own engine if the water from the stern to the sea was deep enough.

All of Oct. 14 similar weather continued and on the morning of Oct. 15, her position after a close investigation, was found to be as in Fig. 3. At noon of the 15th I noticed that the ship was very slightly yawing, and at once ordered the engine made ready. At 4:30 p.m., we began to use the engine. After various engine and steering maneuvers, as I thought best, for 4 hours and 20 minutes, we finally took her of at 8:30 p.m., reaching deep water without employing salvors or jettisoning any cargo. A power boat and diver boat were hired for various work for five days,

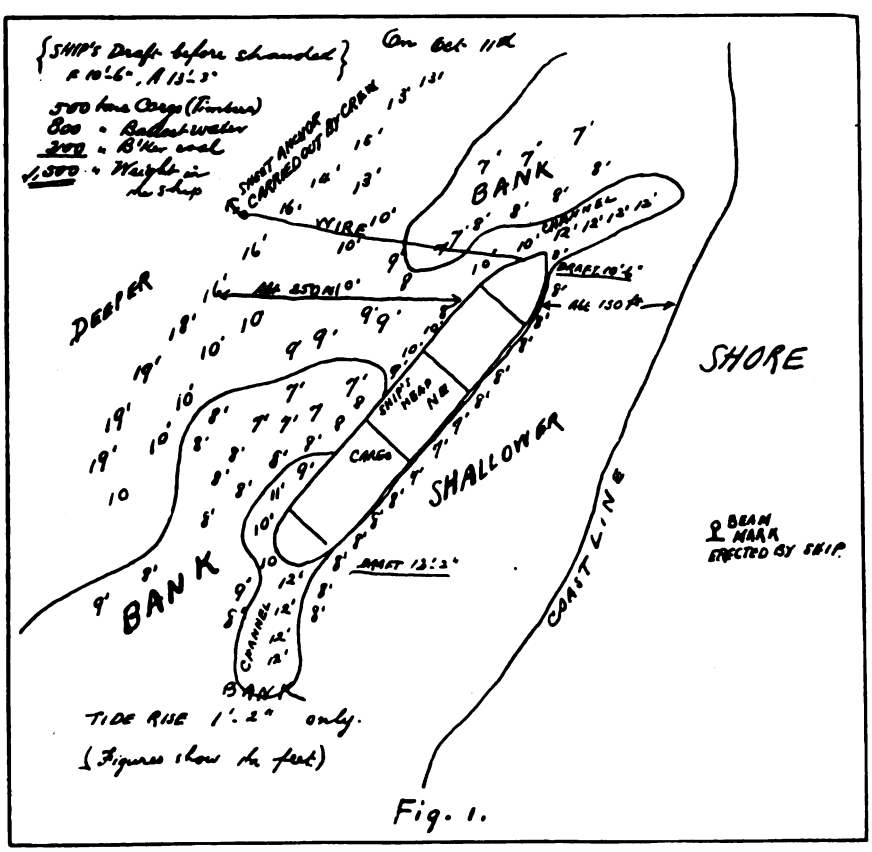

Fig. 1.

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but all the other work was carried out by my crew.

Slight leakage of the ship's bottom was temporarily repaired by the crew, after an official survey at Otaru, where we loaded a full cargo including deck cargo for Tokyo, Yokohama and Kobe. We safely arrived at those ports and completed the voyage.

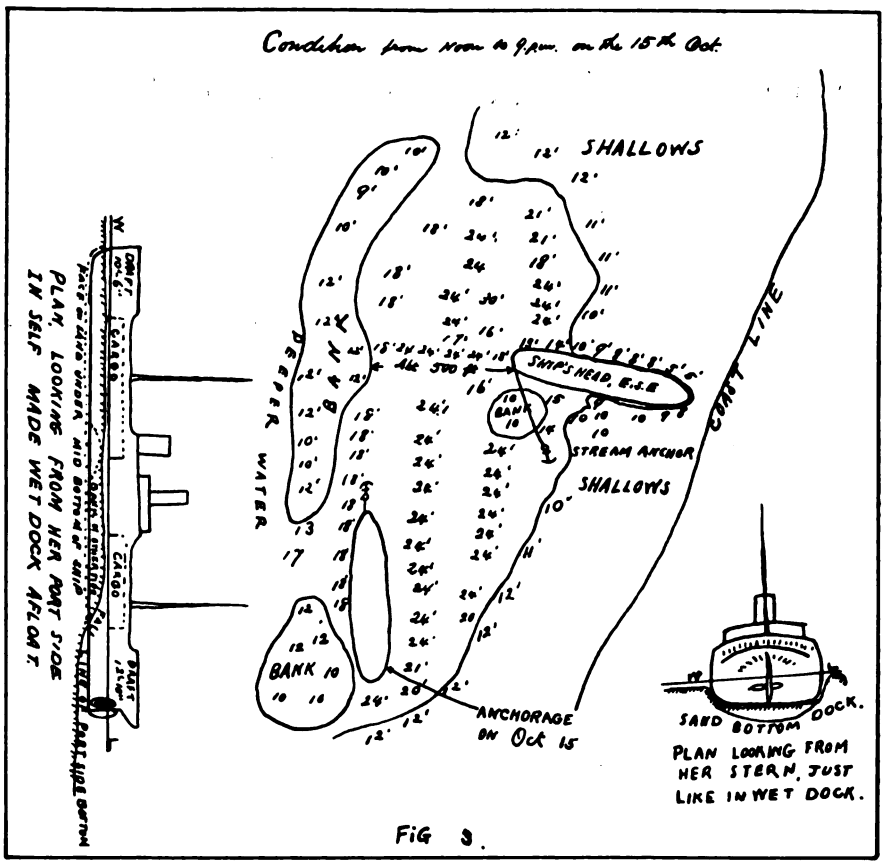
The ship's length is 328 feet, breadth 45 feet, tonnage 2930 gross. The draft before stranding was 10 feet 6 inches forward and 13 feet 3 inches aft. We had on board 500 tons of lumber and 800 tons ballast water in the bottom tanks.

CAPT. H. YAGI.
Master of the S.S. MYOGISAN MARU
Kobe, Japan

Will Haul Alaska Coal

Exploitation of the resources of Alaska will be undertaken through the establishment of a direct steamship service between San Francisco and Seward, Alaska, according to tentative plans announced by officials of the Alaskan-Siberian Navigation Co. Under the plan, according to John C. Ogden, vice president and general manager of the steamship company, three freighters will serve as carriers in this service of coal from Alaska and supplies from San Francisco.

Negotiations are being conducted between the steamship line, shipping board officials, Col. Lee N. Landers, general manager of the Seward-Fairbanks railroad; United States Marshal G. B. Stevens of Fairbanks, Robert S. Donaldson, general manager of the Healy River Coal Corp., and officials of San Francisco firms to provide for construction of coal bunkers for the receipt and shipment of coal at Seward; granting of a preferential rate on the transportation of the coal from the mines to Seward; establishment and maintenance of a price for the coal on board cars at the mines so low that the combined railroad and steamship freight charges added to this will make possible favorable competition even against cheaper coal from Australia and for many other features that would greatly aid the enterprise.


Condition from noon to 9 p.m. on the 15th Oct.
SHALLOWS
DEEP WATER
SHIP'S HEAD, E.S.E.
STREAM ANCHOR
COAST LINE
BANK 10
ANCHORAGE ON Oct 15
SAND BOTTOM
DOCK.
PLAN LOOKING FROM HER STERN, JUST LIKE IN WET DOCK.
PLAN, LOOKING FROM HER PORT SIDE IN SELF MADE WET DOCK ABEAM.
FIG 1.

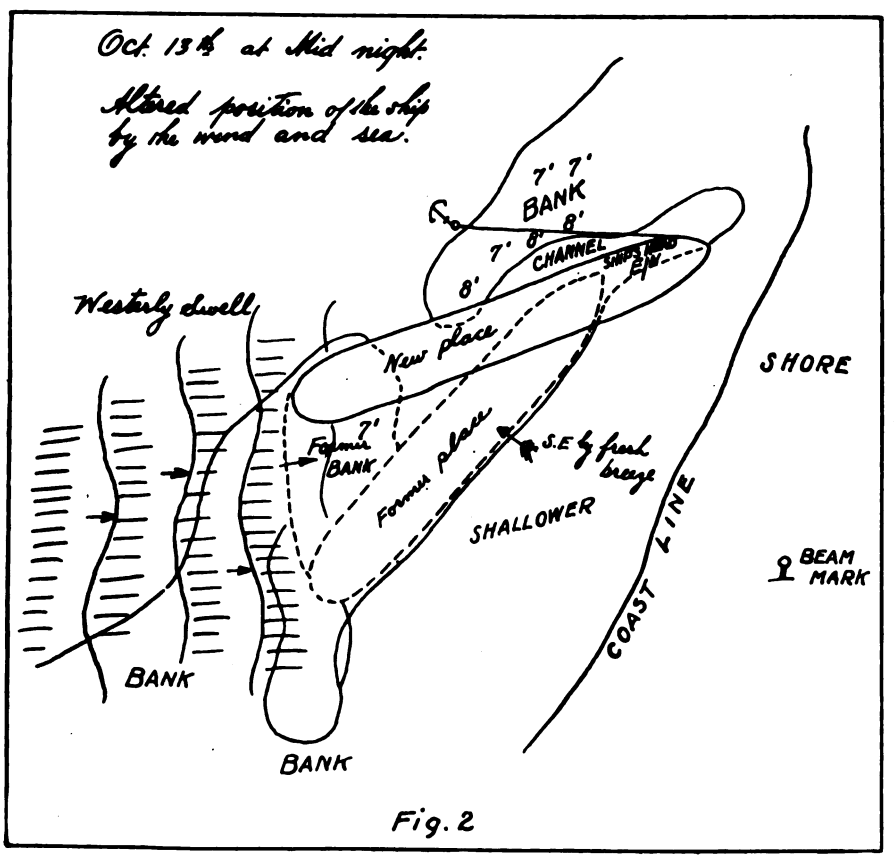


Fig. 2

Renewed efforts are being made to obtain federal funds for deepening the Hudson river. A depth of 27 feet is sought from New York to the junction with the Lake Champlain canal at Troy. About 35 miles of dredging would be required, from the city of Hudson to Troy, as the present depth from New York to Hudson is 29 feet. The cost is set at $20,000,000. The principal argument is the need for aiding New York's competition with Montreal by providing better channels and terminals for handling grain.

The largest quantity of red snapper fish ever sent from Galveston, Tex., to the states of California, Oregon, Utah, Washington, Idaho and Colorado was shipped during December. More than 25,000 pounds was shipped to Japanese residents who use this particular fish in preparing a salad which is eaten during the New Year festivities.

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Safety Factors in Lake Ships--IV

Discussion of Sheer, Bulkheads and Bilging Calculations as Adapted for Lake Vessels—Rolling Periods

BY PROF. ANDERS LINDBLAD

THE amount of sheer given to a ship has a large effect on its safety. The sheer adds a considerable amount to the surplus buoyancy and places this where it is most needed—at the ends of the vessel. To quote from *Practical Shipbuilding* by Campbell Holms, page 67. "A vessel's wave riding qualities are greatly dependent on the fore-and-aft distribution of her reserve buoyancy; it is the bow and stern which first encounter advancing waves, and so, to lift promptly and avoid shipping water, it is here that buoyant power is most effective."

The sheer is also of great importance for a vessel when any of the end compartments have been flooded, because in this condition the vessel will generally have a large change of trim, which may bring the deck partly under water. A sufficient amount of sheer will raise the deckline at the ends of the ship and thus help to avoid this danger.

Figs. 14, 15 and 16 demonstrate clearly how valuable the sheer is for the safety of the lake freighters in the flooded condition.

The different freeboard-assigning authorities have also recognized the value of the sheer and in the freeboard regulations have specified the required minimum of sheer. If a vessel has less than the standard sheer, the freeboard must be increased. In the present rules of the board of trade the required standard of sheer is given for flush deck vessels by the following formula:

$$SM = \frac{L}{10} + 10''$$

where SM = mean sheer in inches = sheer forward + sheer aft

2

L = length of ship between perpendiculars in feet.

As it is common to take the sheer forward as twice the sheet aft, we can then develop the following expressions:

Sheer forward in inches

$$SF = \frac{4\left\{\frac{L}{10} + 10''\right\}}{3}$$

Sheer aft in inches

$$SA = \frac{2\left\{\frac{L}{10} + 10''\right\}}{3}$$

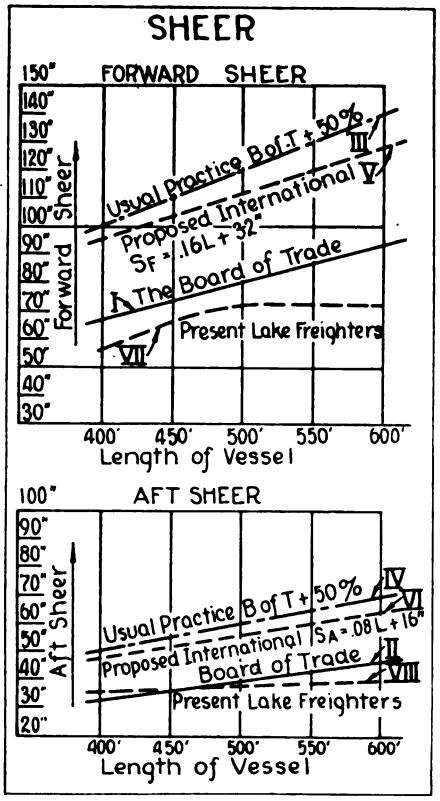

FIG. 13—SHEER COMPUTED FOR LAKE SHIPS COMPARED WITH VARIOUS OTHER STANDARDS

Curves I and II in Fig. 13 show the sheer computed by these formulas for ships 400 to 600 feet long. If a ship has more than the required sheer, the rules permit a reduction in the freeboard. It is, therefore, very common to adopt a sheer larger than that required by the rules. In general, the practice is to increase the sheer by 50 per cent, and curves III and IV in Fig. 13 give the resulting sheer.

The British freeboard committee has proposed in its report a standard sheer which is higher than the board of trade's and more in line with the actual practice. Curves V and VI in Fig. 13 illustrate the sheer according to this standard. Curves VII and VIII show the amount of sheer which is common on lake freighters. The larger of these have nearly all a sheer at the stem of 72 inches and at the stern of 39 inches. It is then evident that the lake freighters have a smaller freeboard than the board of trade requires and that the proposed British regulations are very much in excess of the standard sheer adopted on the Great Lakes.

From the viewpoint of operation, however, it is not practical to construct the lake freighters with a larger amount of sheer. When they are in the light condition they have a large trim by the stern and, consequently, the forward part of the vessel is high on the water. It is, for example, common for large freighters to have a draft of about 13 feet aft and 1 foot or less forward when they arrive at the ore docks ready for loading. If the sheer were increased, the forward hatches would be so high above the water level at the commencement of the loading, that when the spouts from the ore pockets were lowered down over the hatch coamings, the inclination would be so small the ore could not flow down into the hatches.

By filling some of the forward ballast tanks with water it is, of course, possible to trim the vessel so that the stem is lowered deeper in the water. The captains, however, object to this practice because it is difficult for the men in charge of the loading to direct both the loading and the pumping out of the tanks in such a way that the vessel will, without delay, be loaded down to the proper draftsmarks. It is then, at present, not possible to increase the forward sheer of the lake vessels if the ore pockets at the loading docks are not at the same time elevated.

As has already been shown, one of the main reasons for sheer is to offset the effect of pitching. Experience has shown that the larger lake freighters are subjected to little pitching motion. This is largely due to the fact that these ships never meet any long waves approaching their own lengths, and they will in most cases be supported by two or more waves. It would then appear, from this point of view, that these vessels can safely be constructed with a less amount of sheer than is considered as necessary for ocean going ships. It should be noted that any deficiency in sheer forward on the lake freighters is also partly counteracted by the construction of a forecastle 50 to 60 feet long which often is made 6 feet high.

Bulkheads

Transverse bulkheads are fitted in most vessels for the following purposes:

1—*As Structural Diaphragms*

To make the hull more rigid in the transverse direction by uniting the bottom, sides, and the decks, and thus

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to check any tendency to deformation of the transverse sections.

2—As Fire Screens

Should the cargo in one hold take fire, they would help to prevent the fire from spreading to the other holds and facilitate its extinction.

3—As Watertight Divisions

To subdivide the ship into a series of watertight compartments so that if accidentally a large amount of water has entered the ship, this water will be prevented from flowing into other intact compartments.

Although the bulkheads' function as structural diaphragms and as fire screens is, without question, of importance for the safety of a ship, I intend in the following to discuss bulkheads only in their capacity as watertight divisions.

Value of Watertight Subdivision

If the shell or bottom of a ship has been punctured below the waterline in a collision, by striking a rock, or by some other accident, the water will flow into the vessel and fill the empty spaces until the water has the same level both inside and outside. If this inflow of water is not stopped or, at least, limited to only a part of the ship, ultimately she will either sink through loss of buoyancy or capsize owing to loss of stability. After a serious damage, caused for example by a collision, it is seldom possible, at sea, to stop the water from entering or to pump it out as fast as it flows in. If, however, the vessel is sufficiently subdivided by watertight bulkheads, the water will be confined to the compartment which has been ripped open, and the buoyancy of the other compartments will not be destroyed. Even though she will sink lower down and in most cases get a change of trim, the vessel may still be expected to remain afloat in this partly damaged condition.

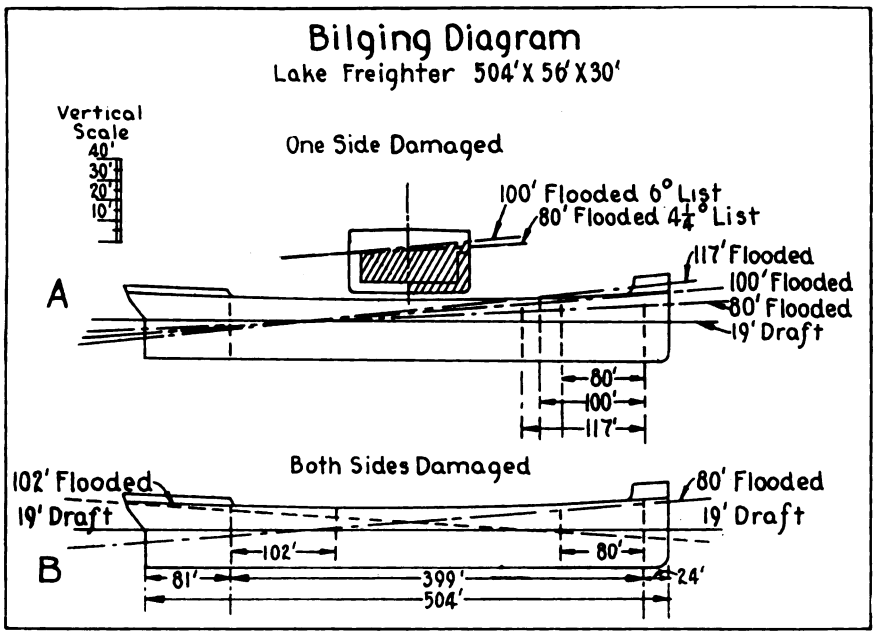

FIG. 13—ACTION OF MEDIUM SIZED FREIGHTER WHEN PARTLY FLOODED

Some foreign governments have instituted thorough investigations in the matter of subdivision, and subsequently have issued recommendations and regulations concerning the spacing and the construction of the bulkheads. The question also was discussed at the international conference on the safety of life at sea, in London 1914.

Table I

Bulkheads for Ocean and Lake Ships

Total Number of Bulkheads, Including Collision Bulkhead and Aft-Peak-Bulkhead			
Length of vessel, feet..	420	504	580
American bureau of shipping. For ocean-going ships	6	7	7
British Lloyds.....	7	8	9
Bureau Veritas	6	7	8
German Lloyd.....	6	7	8

The rules are enforced only for vessels carrying passengers. The majority of cargo vessels are built, however, according to the rules of some classification society, and these have, in general, rather strict requirements regarding the bulkheads.

Bulkheads on Lake Freighters

Lake freighters are required to have a collision bulkhead forward, an aft peak-tank bulkhead and one bulkhead separating the engine and boiler room from the cargo holds. Some additional bulkheads are fitted in most of these vessels, but the bulkheads are generally non-watertight and of a rather light construction and of small value to the safety of the vessels.

For comparison it is of interest to see what the classification societies would require for ocean going vessels of the same lengths as the lake freighters. Table I is prepared from their rules.

The questions may be asked: Are these lake vessels sufficiently subdivided, and, is there, for their conditions of service, any real need of a watertight subdivision?

The Great Lakes vessels are, undoubtedly, in their service subjected to practically the same dangers as ocean going ships. In addition, there are some dangers which are peculiar to this trade.

A large part of the trip usually has to be made through narrow rivers and channels, where the traffic often is very congested. An idea of the amount of traffic may be gained from the statistics of vessel passages through the channels at the Sault Ste. Marie, where, for example, 17,383 vessels passed during

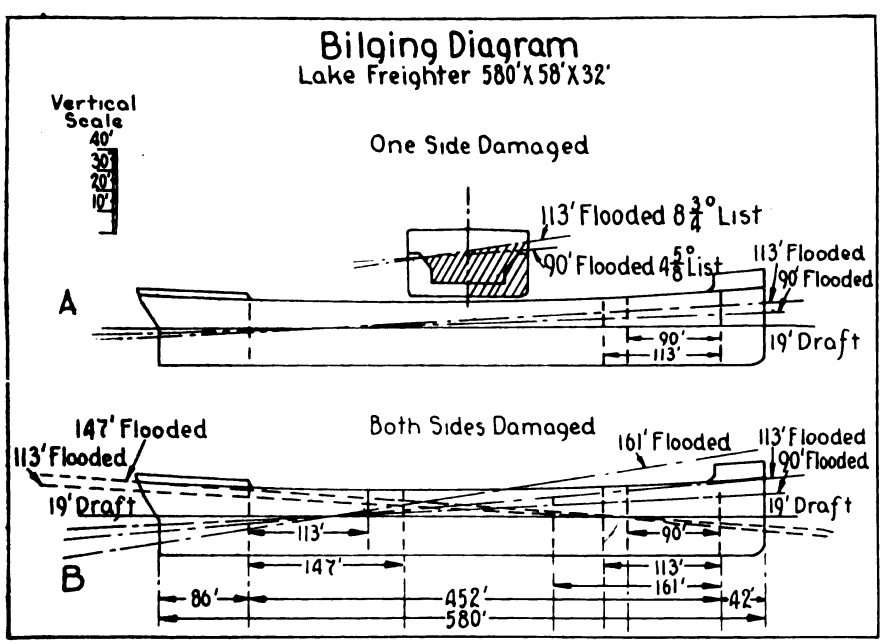

FIG. 14—ACTION OF LARGE LAKE FREIGHTER WHEN PARTLY FLOODED

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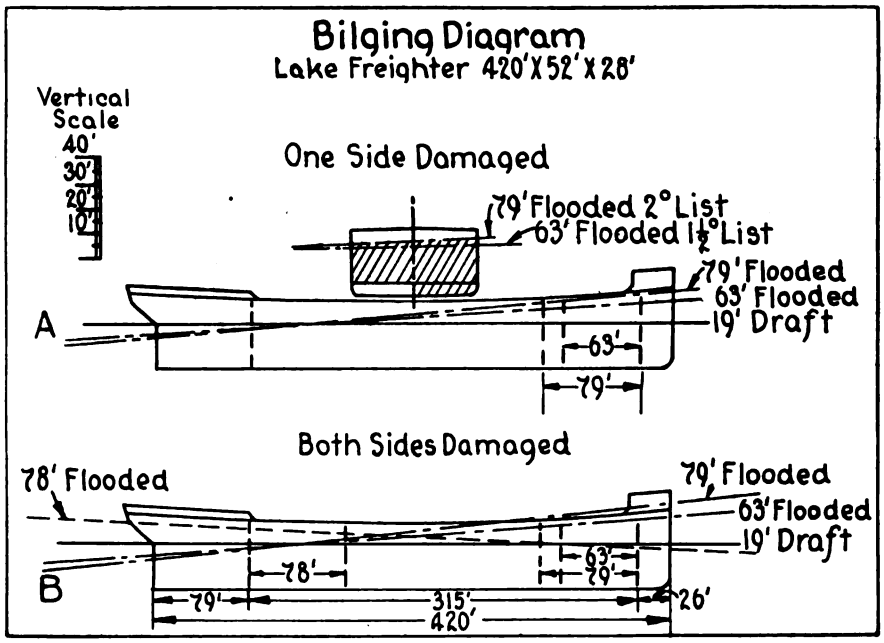

FIG. 16—ACTION OF SMALL LAKE FREIGHTER WHEN PARTLY FLOODED

the season of 1922. During the same period of time it is estimated that more than 19,200 vessels passed through the Detroit river. It is evident then that owing to the congestion of traffic, the risk of collisions is rather large. The prevalence of dense fogs, which are common during the summer months, also adds to this risk.

No statistics are available covering all the accidents on the lakes, but the reports for the vessels belonging to the Great Lakes Protective association indicate, probably rather accurately, the nature and amount of the common accidents. Table II is prepared from the report for the year of 1921. It shows conclusively that a surprisingly large number of the accidents result from collisions. Fortunately, the majority of them are not serious and cause little loss of life or property. A large number of vessels, however, have been lost through collisions. In such cases it was often found that after the collisions the vessels were only able to keep afloat for a very short period of time, frequently not long enough to enable the crew to save their lives. Some typical examples may be noted.

On Aug. 20, 1920, the steamer SUPERIOR CITY in collision with the steamer WILLIS L. KING sank in less than 2 minutes; 29 of a crew of 35 were lost. The steamer FRANK H. GOODYEAR in collision with the steamer JAMES B. WOOD on March 23, 1910, went down in a very few seconds, drowning 17 members of her crew. The steamer JOHN B. COWLE on July 12, 1909, after a collision with the steamer ISAAC N. SCOTT sank immediately with a loss of 15 of her crew.

If these vessels had been provided with an efficient subdivision, they would have remained afloat at least for a longer period of time, and their crews would, probably, have been saved.

In order to ascertain how the bulkheads ought to be spaced in the lake freighters, I have made some bilging calculations for three different sizes of these vessels.

Bilging Calculations

The general opinion among naval architects is that the bulkheads in a cargo vessel should be so spaced that the vessel should be able to keep afloat with any one compartment open to the sea,* that is, we have to be satisfied with having a cargo ship constructed as a "one compartment ship." Such a ship may be considered as safe with one compartment filled with water but will, in all probability, founder if two compartments are flooded, which, as a rule, will be the case if the dividing bulkhead also has been damaged.

If the conditions of loading are known, it is not difficult to make the necessary calculations regarding the spacing of the bulkheads in order to insure safety. The amount of water which can enter a flooded hold will, of course, depend upon the amount of and the nature of the cargo. If the cargo has a high permeability, that is, if a large amount of water can find its way into the cargo, then, clearly the spacing of the bulkheads needs to be closer than if the cargo is of a lower permeability. In the regulations in force for passenger vessels, certain permeabilities are fixed for the purposes of floodable length calculations. For example, the permeability of cargo spaces should be taken as 60 per cent, that is, 60 per cent of the cargo hold will be assumed to be filled by water. The permeability of machinery spaces is to be taken as 80 per cent.

In a lake freighter, a cargo of iron ore will only occupy a small part of the available cargo space, in other words, its permeability is large. For one 580-foot vessel with side tanks, the permeability was calculated to be about 72 per cent. For a 420-foot vessel without side tanks, it was approximately 71 per cent. In my bilging calculations, I have assumed one ton of iron ore to occupy only 16 cubic feet, which is rather low and on the safe side from the viewpoint of permeability. Other cargoes such as grain and coal will fill up more of the cargo holds and in regard to bilging calculations are, therefore, of a less dangerous character.

With the above assumption bilging calculations were made for vessels of three different sizes; viz., 580 x 58 x 32 feet, 504 x 56 x 30 feet and 420 x 52 x 28 feet.

Most of the lake freighters have double bottom and side tanks. On a few of them, the center line keelson is not made watertight. On such a vessel after a damage to the shell plating and the side tank on one side, the water can freely flow over the entire compartment from side to side and will cause a trim of the vessel but not any list. If, on the other hand, as is the rule, the center line keelson is watertight, the double bottom and the side tank on one side of the vessel will probably keep intact, and then we shall not only get a change of trim but a list of the vessel as well. Calculations were, therefore, made for both of these conditions.

In order to simplify the calculations, the assumption was made that the watertight bulkheads in the side tanks are spaced on the same frames as the bulkheads in the holds. As a rule, the side tanks are more closely subdivided.

In Table No. III and Figs. 14, 15 and 16 the results of the bilging calculations are given.

The effect of the side tanks is of particular interest. An examination of the diagrams shows that the side tanks add to the safety of the vessel when the center line keelson is watertight. They will cause a list of the vessel, but the buoyancy of the intact side tank will decrease the trim to a large extent.

Comparing *A* and *B* in Fig. 14, it will be noticed that, with side tanks and double bottom damaged on both sides and flooded for a length of 113 feet, the trim by the stern will be about 15 feet 3 inches; from the former, where the effect of the damage is limited to one side only, it will be seen that the trim is decreased to about 8 feet 9 inches.

*See the discussion on "Italian Two-Floodable Compartment Cargo Steamer" by Ing. Salvatore Orlando, Trans. I. N. A., 1919.

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Owing to the buoyancy of the intact side there is then a decrease of the trim by the stem of 6 feet 6 inches. The list produced will amount to about 8.75 degrees and will lower the deck edge about 4 feet 1 inch at midships. When the vessel is loaded with iron ore, such an angle of heel is not very dangerous because the metacentric height is still large enough to insure sufficient stability. In fact, the metacentric height is so large that water can safely be pumped into some side tank aft, making it possible both to right the ship and to bring her nearly on an even keel. If this is done, the vessel will, of course, get a larger mean draft. Table III indicates that this draft will be about 22.3 feet, which still leaves a freeboard of 9.7 feet and a large per cent of reserve buoyancy. In this condition, if the weather is not too stormy, a vessel will certainly have a good chance to make the nearest port.

From the above, it is then evident that the side tanks in combination with a watertight center line keelson are of great value for the safety of this ship. *A* and *B* in Fig. 15 show that the same thing is true for the 504-foot vessel. The helpful effect of a watertight centerline keelson also for a vessel without side tanks is clearly demonstrated by *A* and *B* in Fig. 16, which are for a ship 420 feet long.

At present, a tendency prevails to construct the lake freighters with a larger beam than is used now on the vessels for which my calculations were made. Some investigators have pointed out that, from the viewpoint of stability in the flooded condition such an increase in beam may sometimes be dangerous and may necessitate a closer spacing of the bulkheads.*

As I did not make complete floodable length calculations, the results are not sufficient to show exactly how the bulkheads should be spaced in the different sizes of lake freighters. They give, however, some guidance in this respect, and the following conclusions and recommendations can be made.

I—It is possible, without going to very short holds, to subdivide these vessels to conform with the "one compartment" standard.

II—In vessels of 420 feet and over, the hold should be divided into not less than four compartments, of which the forward hold should be of less length than the others and not more than about one-fifth of the total length of the holds.

III—The center line keelson should be made watertight. If not watertight, a closer spacing between the bulkheads is necessary.

IV—The piping, seacocks, and pumps should be so arranged that full use of them can be made for the righting and trimming of the vessels. For this purpose, diagrams and instructions should be provided for the captains.

An inspection of the present lake freighters shows that, evidently, not much thought has been given to the spacing of the bulkheads. For example, in some of the 580-foot vessels there are four bulkheads in the hold, in others there are only two. As a rule, the present bulkheads are not watertight. They are of a too light construction, and their stiffeners are sometimes damaged by the grab buckets of the unloading machinery. If they are not watertight, they are, of course, of no value for the safety of the vessels in the flooded condition. They are then only useful as structural diaphragms and as partitions for separating, for example, different kinds of grain cargoes.

It should be noted that there are some difficulties in constructing the bulkheads so that they really are effective as watertight subdivisions. As previously mentioned, they are apt to be damaged by

*"Die Unsinkbarkeit Moderner Seeschiffe" (The Safety Against Sinking of Modern Ocean Vessels) by Prof. Oswald Flamm, Yahrbuch der Schiffsbautechnischen Gesellschaft, 1912.

Table II

Lake Accident Record for 1909-1920

Vessels Belonging to the Great Lakes Protective Association

	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
Strandings	54	9	14	31	20	18	30	18	23	22	16	13
Groundings	128	60	42	30	19	21	28	30	26	44	48	37
Collisions	125	88	66	50	52	15	26	31	39	33	40	42
Striking obstructions	25	17	8	12	10	2	2	1	8	..	9	8
Striking locks	5	1	2	2	1	..	..	..	3	..	4	4
Striking bridges, abutments, docks, breakwaters, cribs, etc.	48	40	38	40	30	22	28	35	40	49	42	50
Fire damage	3	1	4	..	..	1	1	..	2	1	1	3
Stress of weather	9	2	..	2	4	..	1	2	4	4	4	3
Machinery damage	12	1	4	1	3	2	..	3	4	8	2	2
Rudder damage	..	4	5	1	1	..	..	..	1	..	..	..
Wheel damage	..	4	7	..	..	1	3	8	7	6	8	..
Boiler damage	2	..	..	..	..	1	..	..	..	..	..	..
Ice damage	1	..	..	..	1	..	..	1	52	10	..	..
Cargo shifted	..	..	..	1	..	..	..	..	..	..	..	..
Lost shoe and rudder	..	..	..	2	..	..	..	1	..	2	1	..
Other causes	12	2	5	4	..	9	1	2	6	10	6	1
Total losses	4	6	3	1	9	..	2	1	1	..	3	1
Total	428	235	198	177	150	92	122	133	216	189	184	174
Certificates Written												
No. of certificates during the year	370	402	295	329	211	179	168	175	186	174	171	168

From MARINE REVIEW, March, 1921.

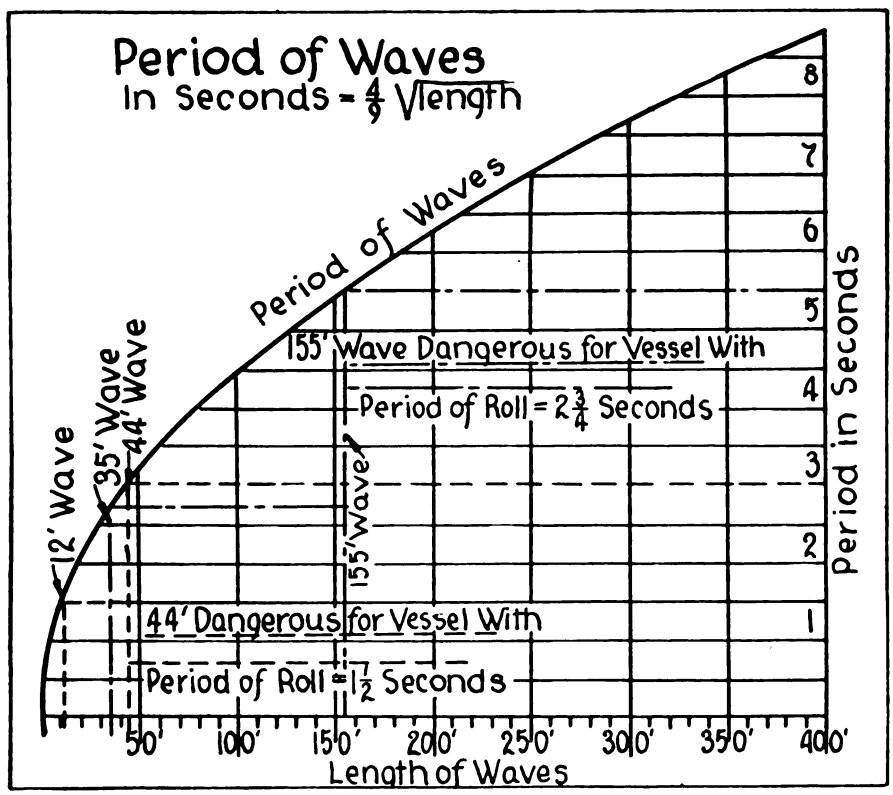

FIG. 17—CHART SHOWING WHEN ROLLING PERIODS WILL SYNCHRONIZE

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the unloading machinery. It is, however, possible to change the construction of the bulkheads in such a way that they are less exposed to this danger.

Rolling of Lake Vessels

Little seems to be known—or at least published—about the actual behavior of these lake vessels in regard to rolling. As a possible explanation of some of the unaccountable losses during the disastrous storm of 1913, the theory has been advanced that some of the vessels may have been lost through capsizing owing to synchronism of the waves and the natural period of the ships.

We know that the period of unresisted rolling or the time it takes a vessel to roll from one side to the other side, say from port to starboard, may approximately be expressed by the following formula:

$$\text{Periods in seconds} = 0.554 \sqrt{\frac{K^2}{GM}}$$

where GM = metacentric height in feet
K = radius of gyration in feet

The formula is on the assumption that the rolling is unrestricted, which obviously is not exactly correct. It has been found that the influence of the resistance, however, affects the extinction of the oscillations more than the period of roll, and that there is, in general, a close agreement between estimates made from the formula and the period of roll as actually observed on ships.*

From the above formula it is clear that the period will be decreased by any decrease in the radius of gyration and by any increase in the metacentric height.

I have not been able to ascertain what value K will, in general, have in lake freighters. In ordinary large ocean going vessels it has commonly a value of about 20. Owing to their wide beam, the lake freighters will probably have a somewhat larger radius of gyration. When they are loaded with a cargo of iron ore, the value of K will be decreased. In one vessel, 580 x 60 x 32 feet, the radius of gyration was found to be about 17.9, when she was loaded with 12,000 tons of iron ore, and a period of rolling of 2.75 seconds was observed. When the same vessel was running in the ballasted condition with about half of the tanks filled with water, the period was about 1.5 seconds.

In connection with stability it has previously been mentioned that the lake freighters in all conditions have an excessive metacentric height. The experience of the navigators confirms—what could be expected—that they are very stiff and, in a seaway, roll violently with quick, jerky movements. Such rapid movements are likely to strain the transverse framing, and they may also cause shifting of the cargo.

In vessels with a short period there is, moreover, the danger that they are apt to meet waves of a period which may tend to increase the rolling; that is, there may be synchronism of the rolling of the vessels and the waves. This will happen, if the waves encountered have the same period of roll as the double roll of the vessels. The vessel will then at the end of every double roll receive an added impulse, which will quickly increase the angle of roll and produce a dangerous heel. If this state of synchronism is prolonged the vessel will eventually capsize.

Synchronism may also occur at various multiples of the wave period; for example, every third or fifth wave may add one impulse to rolling. Such synchronism, however, is of a less dangerous character.

On the lake freighters, the period of roll will probably vary from 1.5 to 3 seconds. Fig. 17 is drawn to show the wave lengths at which danger of synchronism can be expected. Take, for example, a vessel with a period of 1.5 seconds. Her rolling will synchronize with waves of approximately 44-foot length (with a period of 3 seconds). If she has a beam of 60 feet such waves will probably have no serious effect. This vessel will also have synchronism with every third wave of 12-foot length but such small waves will practically have no effect because the beam is so large in comparison with the waves.

From the diagram, it will be seen that the rolling of a vessel with a natural period of 2.75 seconds will synchronize with waves of about 155-foot length. There is no doubt that a series of such comparatively large waves would cause a really dangerous angle of heel and we know that waves of approximately this length have been observed on the Great Lakes. This vessel would also be in synchronism with every third wave of about 35-foot length.

From the above, it will then appear that there is really a danger for some of the lake freighters in meeting storm waves whose period will synchronize with the natural period of the vessels.

It should, however, be remembered that a vessel is generally not helpless even if synchronism should occur. By a change in her course, the vessel can lengthen or shorten the virtual period of the waves and by filling some of the tanks with water it is possible to change also the natural period of the ship.

What is said to be the largest cargo of wheat ever shipped from Portland in one vessel was cleared by the American steamer MANULANI. The manifest showed 13,200 tons or 440,000 bushels valued at $528,000. The cargo was consigned to two ports in Japan. One of the largest cargoes of lumber ever shipped from the Columbia also cleared during December. This shipment totaled 5,262,000 feet and was taken by the Norwegian steamer BALTO for Japan.

Table III

Effect on Lake Ships of Partly Flooding Hold

Dimensions of Vessel	Length of Hold Flooded F-Forward A-Aft		Original Draft	Sinkage	Draft at Center of Flotation	Trim		Draft		DECK ABOVE KEEL		List	
						Forward	Aft	Forward	Aft	Forward	Aft	In Degrees	Measured at Side in Feet
						In Feet							
580'X58'X32'	113'F		19	3.29	22.29	+15.25	-10.69	37.54	11.60				
	90'F	Both Sides	19	2.22	21.22	+8.16	-6.16	29.38	35.25				
	147'A	Damaged	19	4.58	23.58	-10.00	+12.00	35.58	13.58				
	113'A		19	3.29	22.29	-6.66	+8.69	15.32	30.98	38	35.25		
	113'F	One Side	19	1.89	20.89	+8.77	-6.12	29.66	14.77			8¾	4.37
	90'F	Damaged	19	1.16	20.16	+4.80	-3.63	24.96	16.53			4⅝	2.46
504'X56'X30'	100'F		19	3.17	22.17	+18.35	-14.55	40.52	7.62				
	80'F	Both Sides	19	2.26	21.26	+10.83	-8.50	32.09	12.76				
	102'A	Damaged	19	3.33	22.33	-7.90	+8.84	14.37	31.17				
										34	32		
	117'F		19	2.80	21.80	+16.53	-11.08	38.33	10.72				
	100'F	One Side	19	2.13	21.13	+11.97	-8.43	33.10	12.70			6	2.92
	80'F	Damaged	19	1.55	20.55	+7.56	-5.96	28.11	14.59			4¼	2.05
420'X52'X28'	79'F		19	2.90	21.90	+14.02	-9.78	35.92	12.12				
	63'F	Both Sides	19	2.12	21.12	+9.58	-6.89	30.60	14.23				
	96'A	Damaged	19	3.66	22.66	-5.42	+7.00	17.24	29.66				
	78'A		19	2.86	21.86	-4.71	+5.84	17.15	27.70	33	31		
	79'F	One Side	19	2.90	21.30	+11.07	-7.77	32.37	15.53			2	.89
	63'F	Damaged	19	1.65	20.65	+7.42	-5.65	28.07	15.00			1½	.72

*See page 155 "A Manual of Naval Architecture," by Sir. W. H. White.

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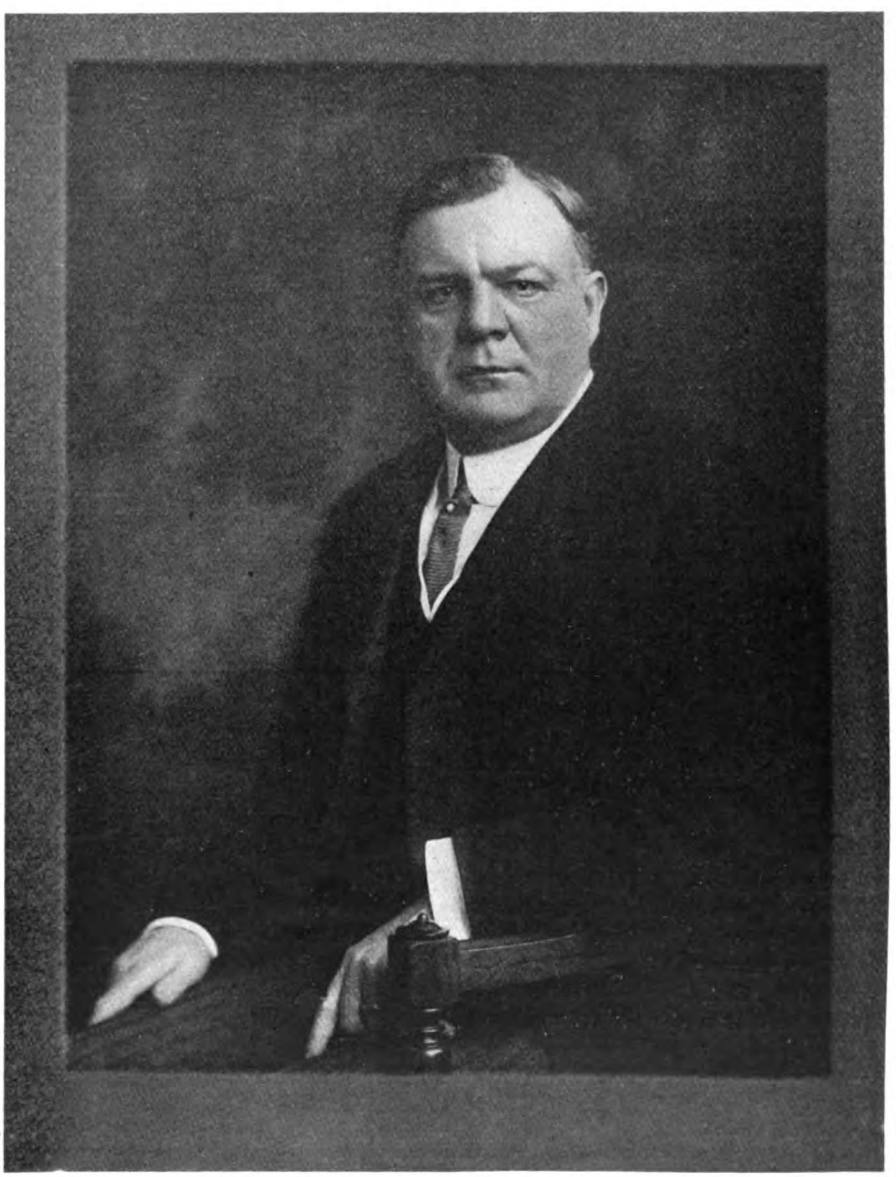
Head of Steel Corporation Fleet Retires

Harry Coulby Resigns After Nineteen Years as President of Pittsburgh Steamship Co.—Faced Big War Problem Successfully

BY R. V. SAWHILL
Editor Marine Review

HARRY COULBY has given up voluntarily a position of commanding importance in American business. He has resigned as president of the Pittsburgh Steamship Co., the freight carrying subsidiary of the United States Steel Corp. on the Great Lakes. In that capacity he has been directing the fortunes of the two largest fleets on the lakes, carrying about two out of every five tons of iron ore brought down the waterways from the Lake Superior ranges. Practically, he has been placing in the furnace yard ready for charging, one-third of the iron ore used by the American steel industry. The name of Harry Coulby for 30 years has been symbolic of efficient transportation by water. He succeeded A. B. Wolvin as head of the Pittsburgh company in 1904 but before that time he had been active in running the fleet of Pickands, Mather & Co. He combined these two positions for the last 19 years, and now is resigning his Pittsburgh Steamship work to give his full time to the fleet of Pickands, Mather & Co., known as the Interlake Steamship Co. Mr. Coulby will act as chairman of the Pittsburgh company. He is 59 years old. His position as chief of the two biggest fleets naturally won him priority among lake transportation men. But beyond that fact, he acquired a dominant influence through force of character and a native ability to plan wisely.



The war gave Mr. Coulby an opportunity for proving his caliber. Nearly 10 years earlier, union restrictions on lake vessels had become intolerable to the vessel owners. From 1908 on, the latter had operated on the open shop basis with steadily mounting success. When the war brought with it the decision to place first one industry and then another under governmental control the unions tried to have the shipping board assume supervision of lake transportation.

Mr. Coulby led the committee which went to Washington to head off this movement. He won a temporary respite from federal control, provided the lake men would meet the full demands of the iron ore, coal and grain trades—the three most essential to winning the war. Back in Cleveland, Mr. Coulby took the chairmanship of a mobilization committee which functioned through and for a time after the war. Under this centralized control and despite railroad congestion, the lake fleets without any increase in capacity, moved more than 60,000,000 tons of iron ore as against a prewar record of only 49,000,000 tons. The 1918 coal movement was a record. In the face of such performances the movement to put the lake ships under national control fell apart. As head of the Pickands, Mather & Co. fleet, Mr. Coulby will direct 51 ships of 414,400 gross tons capacity per trip. The Pittsburgh fleet has 99 ships and 808,400 tons capacity per trip. Mr. Coulby has been a member of the firm of Pickands, Mather & Co. for years, starting in as a clerk. He had won the attention of Samuel Mather through his work for John Hay, later

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secretary of state, and a brother-in-law of Mr. Mather. Mr. Coulby had acted as Col. Hay's secretary during the writing of the Hay and Nicolay life of Abraham Lincoln. At its completion, he accepted the $50 a month clerkship in the iron ore office rather than a $150 a month post in government service.

His successor as president of the Pittsburgh company is A. F. Harvey, who has been vice president for a number of years. Mr. Harvey, after being graduated from Yale in the late 90's entered the employ of Pickands, Mather & Co. and was stationed for three years at Duluth as agent. When Mr. Coulby became president and general manager of the Pittsburgh company, he called in Mr. Harvey as assistant general manager. Several years ago he was elected vice president and has been in active charge of the company's vessel operations.

North Pacific Shipyards Have Plenty of Work

About 800 men are at present employed by Todd Dry Docks, Inc., Seattle, an increase of 300 during the last month. The increased force follows the award of several large contracts. In competition with other coast yards, Todd Dry Docks received the contract for reconditioning and altering the steel steamer NANKING, which will be placed in coasting service in February under the name of EMMA ALEXANDER. The Seattle plant's bid was $97,600, time 45 days, below all competitors both as to price and time. This vessel was formerly the CONGRESS but for the last six years she has operated between San Francisco and the Orient as the NANKING.

Todd Dry Docks, Inc., is also rushing work on the steel hull MOONLITE, which is having diesel engines installed. The Pacific Steamship Co. will rename this vessel the ADMIRAL PEARY. The same plant is doing extensive work on the speedy liner H. F. ALEXANDER. This vessel is having 11,000 new boiler tubes refitted into the battery of 12 boilers. Other vessels of the Admiral line are receiving attention at this yard involving a company expenditure of about $500,000 in overhauling and repairs within three months.

The Seattle yard is also docking the 535-foot American liners which are operating regularly on the Oriental route, Todd's having ample facilities for caring for these large liners. The steamers ALASKA and ALAMEDA, of the Alaska Steamship Co., are being overhauled and docked at this plant.

The Puget sound steamers SEATTLE and SIOUX are also at the Todd yards being converted into automobile ferries. Both are steel hulls and extensive structural changes will be necessary, the contract amounting to approximately $250,000. The SIOUX will be lengthened 25 feet and given an increased beam of 11 feet. The SEATTLE will be sponsoned 14 feet.

The Canadian Northern railroad is planning the addition of two modern passenger steamers for the Alaskan route. The PRINCE HENRY is being built in England and the PRINCE ARTHUR has been purchased on the Atlantic. Both vessels are to be in service on the Pacific coast next June.

Announcement is made by the Alaska Steamship Co. of the purchase of a passenger and freight steamer to be added to its fleet for service to Alaska. The name of the purchase has not been made public. The new vessel is well adapted for service in the north. It is planned to make extensive alterations which will be completed in the early spring.

A. F. HARVEY
As the New President of the Pittsburgh Steamship Co., he operates One of the Largest Fleets Under the American Flag

Bids will be opened Jan. 24 by the United States army engineers, Portland, Oreg., for constructing four wooden barges to be used for transporting rock for jetty work at Coos bay. These barges will be 100 feet in length, 24 feet beam and 8.4 feet deep.

The stern wheel wooden steamer LEWISTON was launched from the ways of Supple & Martin, Linnton, Oreg., Dec. 10. The vessel was built for the Oregon-Washington railroad for service on the Snake river.

Preparatory to a round the world cruise, the Canadian Pacific liner EMPRESS OF CANADA was docked at the Puget Sound navy yard in late December. The vessel was out of the water for a week undergoing cleaning and repairs, as well as survey by United States officers.

Increased activity is noted at the plant of the Todd Dry Dock & Construction Corp., Tacoma, Wash., where four steel scows are now being built for the government and preliminary work is under way for constructing a $2,000,000 passenger and freight liner for the Southern Pacific line. The same yard is completing the third navy scout cruiser, CINCINNATI, which is ready to undergo preliminary trials. The MILWAUKEE and OMAHA, sister ships, have already made splendid speed and efficiency records. The OMAHA, commissioned last June, recently returned to the Puget Sound navy yard after completing a cruise of 19,000 miles, during which she performed most satisfactorily.

Death of Prominent British Shipowner

Sir Thomas Devitt, one of the most prominent of the British shipowners of the older generation, died on Dec. 8 at the age of 84. He was the son of Thomas H. Devitt who established the shipbroking firm of Devitt & Moore in 1836. Sir Thomas began his business career in his father's office in 1859. In 1868 he built his first full powered steam vessel to engage in the trade between Great Britain and Australia. She was named the QUEEN OF THE THAMES, registered 2607 tons, and sailed around the Cape of Good Hope, the Suez canal not having been constructed. For years, however, Devitt & Moore clung to sailing ships and until a few years ago were the owners of a large fleet of sailing vessels engaged regularly in the Australian trade. In later years, Sir Thomas was a prominent figure in the development of the Orient Steam Navigation Co. He was president of the Chamber of Shipping in the United Kingdom in 1890, and was chairman of Lloyd's Register of Shipping at one period in his long career.

CAPT. R. L. MORTON of the Canadian-American Shipping Co., has sailed for Japan to open branch agencies there. He formerly was marine superintendent at Vancouver, B. C., for the Canadian Robert Dollar Co.

CAPT. F. W. CULLUM, formerly marine surveyor at Seattle, has taken up his duties in New York where he has been appointed port captain for the Robert Dollar Co.

Flour exports from Galveston during the year 1923 amounted to 679,312 barrels with a value of $3,468,597 as compared with 373,567 barrels valued at $2,119,180 in 1922.

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British Lines Arrange Pact with Russia

A group of British steamship companies including the Cunard Steamship Co., Canadian Pacific Steamships, Ltd., Royal Mail Steam Packet Co., and its affiliated companies, have completed negotiations with the soviet government of Russia for the development of ocean passenger traffic to and from Russian ports. The agreement provides for the formation of a mixed company which will be called the Russian-American Passenger Agency. It will have headquarters at Moscow and branch offices throughout Russia from which tickets to North and South American ports and other ports throughout the world, will be sold. The soviet government is represented in the new company by the Russian Volunteer fleet and the State Mercantile fleet. The negotiations have been conducted largely by the Cunard company which initiated them nearly two years ago. The new company has been granted several privileges which it is hoped will enable it to control most of the ocean passenger traffic originating in Russia.

Complete Conversion of Tug to Oil Burner

The Perth Amboy Drydock Co., Perth Amboy, N. J., recently converted the tug GROVE E. WARNER from coal to oil. The system installed was the Bethlehem Dahl mechanical oil burning type. For fuel oil storage, two cylindrical, 8 x 10-foot tanks were installed in the cross bunkers of the tug. The capacity of these tanks is enough to run the tug approximately 12 days on the basis of 12-hour operation a day.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to Jan. 9, 1924, on Future Loadings

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel
Liverpool	2s 9d	$0.40	$0.25	$0.19	$0.30	$0.60	$7.00T
London	2s 6d	0.40	0.25	0.19	0.30	0.60	7.00T
Christiania	$0.20	0.40	0.40	0.24	0.42½	0.85	8.00T
Copenhagen	0.20	0.40	0.40	0.24	0.42½	0.85	8.00T
Hamburg	0.18	0.35	0.32½	0.25	0.37½	0.75	8.00T
Bremen	0.15	0.35	0.27½	0.21	0.37½	0.75	8.00T
Rotterdam	0.15	0.32½	0.25	0.20	0.35	0.70	7.50T
Antwerp	0.15	0.32½	0.25	0.23	0.35	0.70	7.00T
Havre	0.16	0.40	0.22½	0.25	0.40	0.75	8.00T
Bordeaux	0.16	0.40	0.22½	0.25	0.40	0.75	8.00T
Barcelona	0.20 to 0.25	12.00T	0.40	10.00T	—12.00T—		10.00T
Lisbon	0.20	0.65	0.40	7.00T	—20.00T—		7.00T
Marseilles	0.17	0.55	0.50	5.60T	—20.00T—		5.00T
Genoa	0.17½	0.50	0.35	0.30	0.40	0.80	6.00T
Naples	0.17½	0.50	0.35	0.30	0.40	0.80	6.00T
Constantinople	0.23	15.00T	0.75	0.35	—20.00T—		8.00T
Alexandria	0.25	15.00T	0.75	0.32½	—20.00T—		8.00T
Algiers	0.20	0.75	0.75	0.30	—20.00T—		7.00T
Dakar	.....	14.50T	.....	12.00T	—20.00T—		10.00T
Capetown	6.00T	10.00T	.....	7.50T	—10.00T—		8.00T
Buenos Aires	.....	18.00 to 20.00T	.....	.....	18.00 to 20.00T†		7.00 to 7.70T
Rio de Janeiro	.....	19.00 to 21.00T	.....	7.00 to 7.70T	19.00 to 21.00T†		6.00 to 6.60T†
Pernambuco	.....	22.00T	.....	9.00T	—22.00T—†		10.00T†
Havana	0.17½ to 0.22½*	0.37½*	.....	0.17½*	0.47*	0.94*	0.20*
Vera Cruz	0.31	0.38	0.44	0.31	0.65½	1.31	0.37½
Valparaiso	.....	1.07	.....	0.70	0.45	0.80	12.00T
San Francisco	.....	0.40 to 0.70	.....	0.70 to 1.00	.....	2.50	0.55 to 1.00
Sydney	.....	18.00T	2.50	18.00T	18.00-24.00		9.00-12.00T
Calcutta	.....	16.00T	0.60	15.00T	—16.00T—		10.00T

T—Ton. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	25	0
Coal, South Wales to Near East	9	9
Coal, United Kingdom to Hamburg	7	0
Pig iron, or ferromanganese, United Kingdom to New York or Philadelphia	15	0
Iron ore, Bilbao to Middlesbrough	7	6
Iron ore, North Africa to Philadelphia	7	0

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$6.00 to 6.50
South California	6.50 to 7.50
Hawaiian Islands	10.00 to 10.50
New Zealand	15.00 to 16.00
Sydney	15.00 to 16.00
Melbourne-Adelaide	15.00 to 17.00
Oriental Ports	14.00 to 17.00
Oriental Ports (logs)	22.00 to 23.00
Peru-Chile	13.00 to 15.00
South Africa	19.00 to 20.00
Cuba	11.00 to 14.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$11.00 to 13.00
Baltimore-Boston range (ties)	Not quoted
Buenos Aires	14.00
Flour and Wheat	
Oriental Ports (net ton)	$ 6.25 to 7.00
U. K. and Continent (gross ton)	35s to 37s 6d
General Merchandise	
Oriental ports	$10.00
Steel	
Oriental Ports	$5.00T to 7.00T
Cotton	
Oriental Ports	35c to 50c per cwt
Apples	
United Kingdom	90 cents per box
Copper	
Oriental Ports	$5.00
Box Shooks	
Oriental Ports	$10 measurement ton
Metal Junk	
Oriental Ports	$10.00
Scrap Copper	
Oriental Ports	$5.00
Salt Herring	
Oriental Ports	$8 measurement ton
Machinery	
Oriental Ports	$7.00
Automobiles	
Oriental ports	$8.00

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 11, 1923	$7.90	$1.50	4.75 cents
April 11	6.75@7.50	1.76½	5.10@5.35c
July 11	5.50@7.00	1.76½	4.40@5.50c
Oct. 11	5.25@6.85	1.51½	4.00@4.50c
Nov. 10	5.25@6.50	1.51½	4.00@4.50c
Dec. 7	5.25@6.50	1.41½	4.00@4.50c
Jan. 9, 1924	5.25@6.50	1.41½	4.63@5.42

At Philadelphia

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1923	$7.30@8.00	$1.57½	5.00 cents
April 10	6.00@6.50	1.875	5.10 cents
July 9	5.25@6.25	1.62 @1.73	4.35@4.60c
Oct. 11	5.00@5.50	1.36½@1.51	4.12@4.36c
Nov. 10	5.00@5.50	1.36½@1.51	4.00@4.25c
Dec. 7	4.90@5.50	1.36½@1.41	3.85@4.37c
Jan. 9, 1924	4.90@5.70	1.415	3.86c

Other Ports

Boston coal, per ton	$7.33
Boston, oil, f. a. s., per barrel	$1.35
Hampton Roads, coal, per ton t.i.b.	5.00@5.50
Cardiff, coal, per ton	20s
London, coal per ton	26s
Antwerp, coal, per ton	27s

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Marine Insurance Has Good Year

Underwriters Find Encouragement in 1923 Results as Indicating Trend Toward Improvement—Fix Quake Losses

IN THE past year, marine insurance underwriting improved and most companies will be able to show a fair profit on their transactions. While too early to predict just how 1923 will rank compared with previous years, little doubt remains that the business will prove to have been much more profitable than for several years. Most of the companies will show a balance on the right side of the ledger and their accounting departments are now hard at work preparing their annual statements for the various state insurance departments. A few companies are, of course, bound to show a loss, but this generally may be traced to the underwriting and not to market conditions. There always have been, and doubtless always will be, insurance companies that strive to build up premium income without paying sufficient attention to the quality of business that they are placing on their books and such underwriting entails a heavy loss ratio. Companies that have been cautious in the business they have been accepting report that 1923 has been a good year for them.

Losses have not been light but on the other hand they have not been abnormally heavy. The apprehension caused by the Japanese earthquake has been forgotten for American companies were little affected by the calamity. If anything, business has been improved as a result. On the Great Lakes, the business has been very satisfactory to underwriters and the end of the season singularly free from severe losses.

Results last year have buoyed up underwriters, many of whom are confident that the turning point has arrived and they will be able to participate in the general prosperity so long as it lasts.

* * *

Fix Earthquake Loss of Jap Fire Companies

DURING the last few days voluminous reports have been received from the representatives of the American underwriters now studying the effects of the Japanese earthquake. It is stated that about 17 per cent of the total volume of insurance in Japan was written in foreign companies. No announcement has been made as to what the outside companies intend to do regarding the settlement of their losses, but it has been decided that Japanese fire insurance companies will pay on a 10 per cent basis, although, because of the earthquake clause in their policies they are not liable. Pressure, however, was brought to bear upon them by the Japanese government which promised them help by appropriating one hundred million yen to relieve the burden.

On a 10 per cent settlement basis for earthquake claims, the following table shows to what extent the leading companies would be called to pay in proportion to their assets, as of 1921, the latest figures available:

Tokio Fire & Marine, estimated payment 6,200,000 yen, assets 86,599,000; Tokio Fire, 4,858,000, assets, 40,004,000; Meiji Fire, 6,683,000, assets, 14,114,000; Nippon Fire, 8,656,000, assets, 17,359,000; Teikoku Fire & Marine, 1,683,000, assets, 10,553,000; Yokohama Fire, 6,950,000, assets, 13,829,000; Tokio Marine, 173,000, assets, 3,085,000; Toykuni Fire, 2,408,000, assets, 3,586,000; Chidyoda Fire 3,694,000, assets, 5,550,000; Toshin Fire, 1,090,000, assets, 1,545,000; Taihoi Fire, 2,094,000, assets, uncertain; Mitsubishi Marine, 4,261,000, assets, 3,793,000; (may have increased capital recently) Dai Ichi Fire, 444,000, assets, 1,855,000; Shin Nippon, 536,000, assets, 1,525,000; Fuso Marine, 806,000, assets, 5,628,000.

A European surveyor in his report on the Japanese earthquake states that a great deal of merchandise on the docks was destroyed by fire and an enormous quantity of goods stolen. He advises underwriters to refuse to pay claims for total losses until a proper investigation has been made. Many insurers, he says, believes that everything was destroyed but he says that in wandering through the sheds along the wharves he found quite a large amount of undamaged cargo, particularly machines, paper, iron goods and pianos. His report goes on to say:

"The goods robbed and stolen represent large amounts. This was caused by the authorities, in the general anarchy which reigned during the first few days when the population was crying for food, instead of distributing the stored victuals, simply threw open the sheds and stores into which the mob poured tearing everything to pieces."

In connection with the settlement of losses, insurance companies both Japanese and foreign, are required to pay claims in full if their policies were not protected by earthquake clauses. Marine policies generally have no such clause.

* * *

Study Plans To Reduce Fires at Sea

SUGGESTIONS have been made by S. D. McComb, chairman of the marine committee of the National Fire Protection association, which are aimed to check the fire hazard. These are of interest to shipping men. Mr. McComb urges that the use of noninflammable material be general in the construction of superstructure of ships. His report states that moving picture shows at sea have increased the danger of fire and recommends the use of noninflammable films. Restrictions such as are enforced on land relating to the transportation of films should be enforced even more strictly on sea.

The committee of which Mr. McComb is chairman also is experimenting to determine whether fuel oil with a flash point lower than 150 degrees is safe. A code defining what is meant by hazardous cargoes is now being worked out.

* * *

German Company Files Claim on War Sale

SUIT has been filed by the Mutzenbecher Co., Hamburg, Germany, against the International Insurance Co., New York, Summer Ballard, president of the company; Crum and Forster, as stockholders; Thomas W. Miller as alien property custodian and Frank White, treasurer of the United States, for the recovery of the stock of the company, or the payment of additional funds above the purchase price. The action arises out of the sale of all the shares of stock of the International Insurance Co. through Crum and Forster in 1918. The stock was offered for sale by auction and knocked down to the highest bidder. The transaction was investigated by the government and the bid set aside, the stock being sold under a Presidential order made under the trading with the enemy act. Claim now made by the former German owners is that the government officials were not adequately informed as to the value of the stock which was sold and that the members of the advisory committee of insurance men who advised the alien property custodian did not properly take into account the

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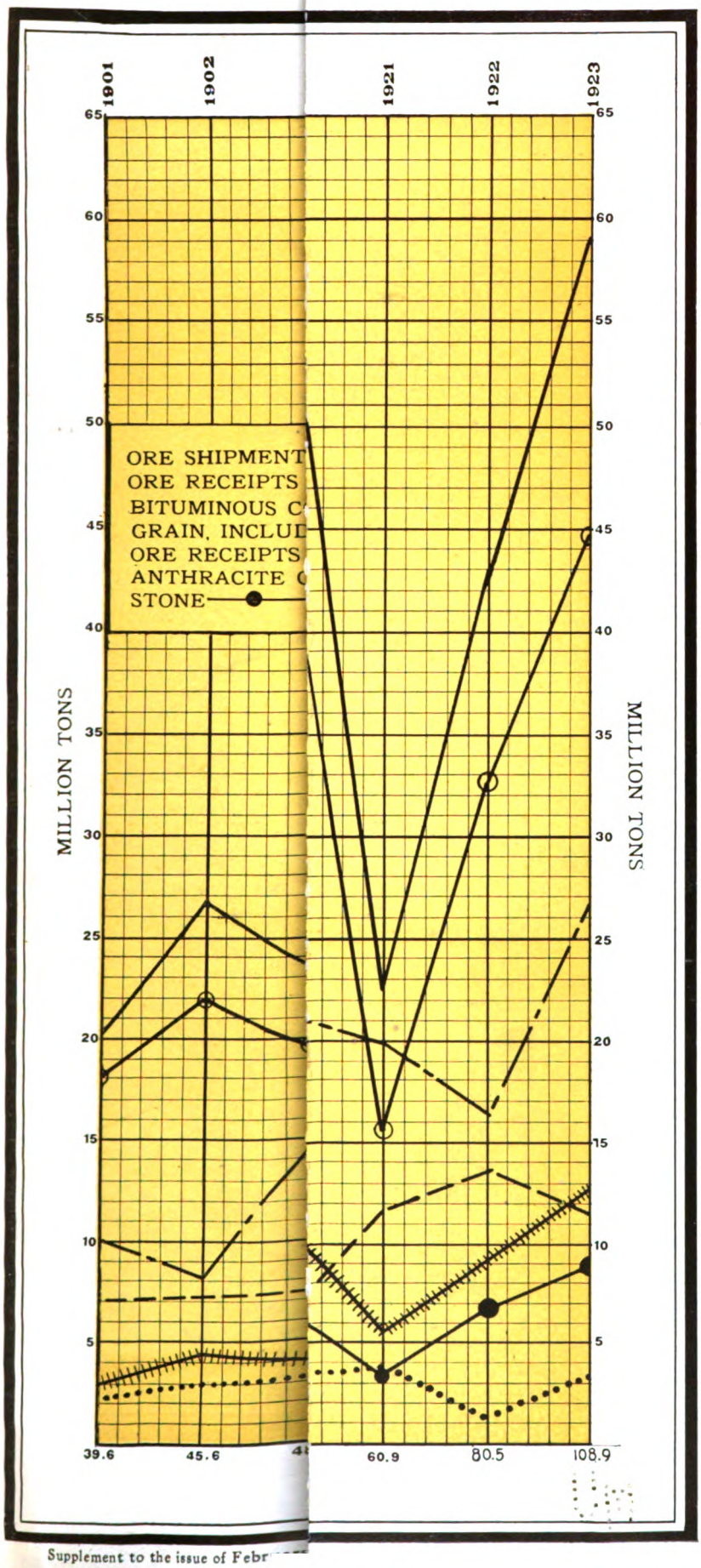

Supplement to the issue of Febr

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good will included in the company's reinsurance reserve, which, it is claimed, should have increased the sale value of the shares to the extent of $900,000.

* * *

Canadian Official Puts Out Warning

WARNING has been issued by G. D. Finlayson, superintendent of insurance for the Dominion of Canada, as follows:

"Complaint has been made to the department of insurance that the Colonial Marine Underwriters Ltd, with head office in Montreal has been issuing marine and fire insurance policies in Shanghai and other parts of China and has failed to pay properly adjusted claims.

"This company has come to the department's attention only within the last few weeks. It has never been licensed by the department nor under its supervision in any way. The company was apparently incorporated under the Dominion Companies act by letters patent containing as usual a provision that nothing therein should authorize the transaction of insurance.

"The company's insurance business, therefore, appears to be *ultra vires*. The department has been unable to obtain any information regarding the attitude of the directors nor is there any financial statement available.

"The company has no insurance powers from the dominion of Canada and no dominion authorization to issue any policy of insurance. Present or prospective policyholders should take notice of these facts and govern themselves accordingly."

* *

Competition Cuts Rates in Argentina

ARGENTINE marine insurance companies are the most recent ones to kick over the traces and seek business on the open market by rate-cutting and by paying higher brokerage commissions to obtain business which would otherwise be placed elsewhere. The trouble originates with the smaller companies, which, in order to keep alive, have been compelled to reduce premiums to meet the competition of the larger companies. The large companies, in order to retain their position, have met the competition in the same way with the result that the market is in a chaotic condition. The situation in Argentine is being watched closely by insurance men in this country, for such a condition generally brings about some sort of undesirable reaction on other markets

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Approximate figures for 1923 show a total of 900 000 000 feet of lumber shipped from Grays Harbor. The record for 1922 was 758,000,000 feet.

Try To Reduce Claims from Barge Canal

REPRESENTATIVES of various marine insurance companies held a meeting a few days ago with Royal K. Fuller, superintendent of public works in charge of the bureau of canals of New York state for the purpose of discussing ways and means of minimizing the marine hazard on barge canals. Losses suffered by the underwriters during 1923 are put in the neighborhood of $400,000 while almost a million dollars was paid out the year before.

The canalization of the Mohawk river was particularly discussed because of the unusual condition of the locks as the approaching current is very strong and entails numerous petty claims.

* * *

Quote Rates on Mexico Revolution Insurance

AS A result of the outbreak in Mexico, "revolution" insurance is in good demand, particularly since the rebels around Vera Cruz closed that port to steamships and announced that merchandise coming in would be treated as contraband. As a consequence of this manifesto, there has been a good deal of rerouting. Rates on "revolution" insurance range from 3 per cent to 5 per cent, and the demand has been brisk.

* * *

Lake Business in 1923 Pleases Underwriters

MILD weather during the last few weeks of the Great Lakes season which officially closed Dec. 12 resulted in companies having practically no losses. Offices handling lake business are well satisfied with their experience last year and point out that there have been fewer total losses than in the past and no catastrophes. A larger number of minor losses both to bottoms and cargoes, took place.

Barge canal business has not been as satisfactory as the year before. Losses were normal but the volume of exports due to the unsettled conditions abroad dropped considerably.

* * *

British Underwriter To Quit Marine Field

ACCORDING to advices received from London, the Lancashire & Cheshire Insurance Co. has withdrawn from the London marine market. It began placing marine risks on its books in 1917, but greatly curtailed its operations at the termination of the world war. During the past few years, it has conducted its business along very conservative lines with a result that it shows a favorable balance on the sum total of its transactions. Its reason for retiring from the business, according to the chairman of the company, is because of heavy expense and poor prospects of a worth while business.

* * *

Finds Competition Leads to Undue Hazards

MARINE insurance rates today are predicated upon an absence of total losses," William H. McGee, president of W. H. McGee & Co., declared recently before the marine insurance class of the Insurance Institute of America. This is not the correct system for calculating rates, he said, but is a result of severe competition which has forced rates down to a point where they are adequate to meet expenses and partial losses.

Current instability in the marine insurance markets of the world he blamed on the wild scramble for business by many offices which are frantically seeking a spread of risks and enough premium income to provide safely for all fixed expenses. He said that the underwriting facilities of the great markets have been jeopardized by abandoning certain fundamentals of marine underwriting.

Mr. McGee told his listeners that in the final analysis neither the underwriters nor the assureds profit by such divergence from proper rates. "A poor business income is not conducive to liberal settlement of claims," he said.

* * *

Two New York Firms Are Merged

TWO marine insurance companies, the United States Lloyds and the Merchants & Shippers Insurance Co., New York, were merged as of Dec. 31, 1923. The Merchants & Shippers in its last financial statement showed admitted assets of $628,290, a net surplus of $628,667 and total liabilities of $215,376. The United States Lloyds had admitted assets of $3,783,879, total liabilities of $2,152,293 and net surplus of $831,585.

During a heavy storm Dec. 16, the lumber carrier C. A. SMITH was wrecked on the jetty at Coos Bay, Oreg. Ten of the crew lost their lives. The C. A. SMITH was a wooden steamer built expressly for the lumber coasting trade. She was insured for $180,000, carried in the San Francisco market.

B. C. KEELEY, Pacific coast manager of the Canadian government merchant marine, has been chosen president of the Shipping Federation of British Columbia, representing practically every shipping concern in Vancouver and Victoria.

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Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review

By Harry Bowne Skillman

Attorney at Law

IN THE case of Niles-Bement-Pond Co. v. Dampkiesaktieselskabet Balto, 282 *Federal Reporter* 235, it appeared that certain cases of goods were missing when port was reached. "The missing cases," said the court, "were bulky, one of them 20 feet long, weighing 10 tons. Such packages ought not to be mislaid and be incapable of finding at the first port of call. A stowage plan which failed to provide for the carrier's readily finding such packages and having them ready for unloading at the first port represents mismanagement and constitutes negligence in the care of the packages. * * The failure to deliver the goods at the port named in the bill of lading, and carrying them further to another port, is an over carriage, and constitutes deviation, and is negligence for which the carrier is liable."

* * *

A bill of lading, when acknowledging the receipt of goods without more, it was said in the case of JOHN TWOHY, 279 *Federal Reporter* 343, is regarded generally as strong prima facie evidence of the correctness of the quantity stated. The burden lies upon the ship of thoroughly satisfying the court that she actually has delivered all the cargo she has received and that the bill of lading is erroneous. Until the ship has met this burden, the bill of lading must stand.

* * *

The question of whether or not services rendered by a watchman in charge of a domestic vessel lying at her wharf are maritime services and can be made the basis of a maritime lien is one upon which the courts have differed. By the weight of authority, however, such services are not maritime and do not give right to a maritime lien.—Hoof v. Pacific American Fisheries, 279 *Federal Reporter* 367.

* * *

"Vessels in motion are required to keep out of the way of vessels at anchor, and the latter are without fault, unless it appears that the collision was the result of unavoidable accident. If the latter, the rule is that the vessel in motion must exonerate herself from blame by showing that it was not within her power to prevent the collision by adopting any practical precautions."—GULF OF MEXICO, 281 *Federal Reporter* 77.

* * *

It appeared in the case of Pan-American Petroleum Transportation Co. v. Robins Drydock & Repair Co., 281 *Federal Reporter* 97, that a contractor to repair a steamship redelivered the vessel to the owners with the telegraph wires crossed, so that a signal to go ahead, sent from the bridge, indicated astern in the engine room, and the court held that the contractor breached his contract to perform the work according to good steamship practice and with workmanship of the best quality, whether the crossing of the wires was due to the carelessness of the contractor's workmen, or was the mischievous act of some third person while the vessel was in the contractor's possession, and while the wires were uninclosed. An interesting rule of evidence was laid down, the court declaring that judicial notice would be taken of the fact that constant attempts were being made throughout the World war to work harm to American ships, not on the high seas alone, but in our own ports.

* * *

Two of the bills of lading involved in the case of United States v. Sugarland Industries, 281 *Federal Reporter* 239, made the consignee or assigns liable for freight and demurrage as provided in the charter party, while the others stated that freight and conditions were to be in accordance with the charter party, which took precedence of the bill of lading, and the court held that the bills of lading were sufficient to embody the provisions of the charter party for demurrage into the bills of lading, so as to charge the cargo into the hands of the consignee with a lien for such demurrage. A provision in the charter party extending the lay days, if the vessel is unable to discharge at the rates provided, is not limited to cases where the vessel's equipment is insufficient to discharge at that rate, the vessels being under obligations to furnish the labor for discharging the cargo, but includes cases where the laborers furnished by the vessel are not sufficiently efficient, because of general labor conditions at the port, to make the discharge at the required rate.

* * *

The making of repairs to a steamer after her cargo was discharged so extensive as to cost $132,000, it was held in the case of GOYAZ, 281 *Federal Reporter* 259, did not raise an inference that the vessel was unseaworthy where the repairs were not made to correct defects that could have caused damage to the cargo. The court was of the opinion that only such repairs as were necessary to correct defects which would let sea water into the cargo were of any importance.

* * *

Provisions of bill of lading excepting loss or damage resulting from collision includes loss of cargo by sinking of a seaworthy barge through collision, without fault or negligence of the owner.—JAY ST. TERMINAL No. 3, 281 *Federal Reporter* 275, 279.

* * *

The case of OZARK, 281 *Federal Reporter* 281, was one involving a collision between a naval monitor and a meeting schooner in which the only important point upon which there was serious conflict of testimony was as to whether the schooner was giving a three-blast or signal or a two-blast one. "As she was running free," said the court, "she should have given three-blast signals, and the testimony of her officers and crew is that she was doing so. Both officers on watch on the monitor say that the signals were two-blasts. In similar situations it has often been observed by admiralty courts that the crew of a vessel are in a much better position to know what is actually done on board her than witnesses on another vessel; and the account of a vessel's maneuvers and signals given by her own crew will usually be accepted unless discredited as untruthful.

* * *

When a barge is fast alongside a dredge receiving cargo, it was said by the court in the case of National Dredging & Lighterage Co. v. Turney Transportation Co., 281 *Federal Reporter* 315, it is the duty of the barge master, who has been employed by the owner to look after her safety, to control the amount and disposition of her cargo and to stop the loading by timely protest when the barge has aboard as much as he thinks she can safely carry, and it is the duty of the dredge master, acting for the charterer, to heed his protest.

* * *

A contract for salvage service is prima facie valid, it was declared in the case of Magnolia Petroleum Co. v. National Oil Transport Co., 281 *Federal Reporter* 336, but it will not be enforced where it is made on the high seas under compulsion or hardship morally or otherwise, when such agreement is unconscionable and inequitable. "Awards of salvage are not based upon the theory of *quantum meruit*, or remuneration proportioned exactly to the service rendered, but are designed to encourage and promote the display of natural human kindness on the high seas, by rewarding those who display it liberally for actual services rendered. When, however, the service is not rendered in this spirit, in reliance upon a reasonable and fair award being made, but upon the faith of an agreement evidencing the hard and unscrupulous exactions of a legalized piracy, the court, in making its own award, cannot but be influenced by that spirit to make its award less than it would have been."

* * *

One employed by a builder of a ship to get the ship into the condition in which the builder should have originally put it is not entitled to a maritime lien on the vessel, as the builder would have had no such lien upon the ship for such work. Obrecht v. United States Shipping Board, 281 *Federal Reporter* 352.

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IT WAS held in the case of W. R. Smith & Sons, Ltd., v. Susquehanna Steamship Co., 282 *Federal Reporter* 881, that where a charterer admitted before time for delivery of ships, that it would not be able to load ships, if tendered, the owner was not required to tender ships as a condition to recovering damages for the charterer's breach of charter. The shipowner's measure of damages for the charterer's failure to load ships was the difference between what the ships would have earned under the charter and what they did in fact earn, or by the exercise of reasonable diligence on the part of the owner would have earned, during the charter period.

* * *

In the case of United States v. Aslaksen, 281 *Federal Reporter* 444, the court declared that under the modern wireless system the dangers of loss from attempted salvage are less than ever before in the history of navigation, and held that the elements to be taken into account in determining the amount of a salvage award include the labor expended by the salvors, the promptitude, skill, and energy displayed by them in rendering the service, the value of the property employed therein, the danger to which the same is exposed, the risk incurred by the salvors, the value of the property saved, and the degree of danger from which the property was rescued.

* * *

A vessel at all times owned by the government, manned by the navy and employed in the army cargo transport service at the time of collision with a privately owned steamship, was immune from lien liability for the damages caused by the collision. JEANNETTE SKINNER, 281 *Federal Reporter* 538.

* * *

It was held in the case of ASTORIA, 281 *Federal Reporter* 618, (1) that where a vessel was safe in port and the cargo was not in peril, the cargo owner was within his rights when he notified libelant that the cargo would not be liable for repairs to the vessel, and (2) that there is no maritime lien in favor of the crew for wages after the vessel is placed in the custody of the law, except for the extra month's wages authorized by statute, and (3) that one furnishing food supplies for the crew of a libeled vessel under order of port has no lien on the vessel, but is entitled to payment from the proceeds of the sale of the vessel remaining after satisfying lienors.

* * *

While it may be the absolute duty of a master ordinarily, even when his ship is loaded by a charterer, to see that the loading is so done as not to render her unseaworthy when she starts on her voyage, where the master of a vessel chartered to carry copper ore, to be loaded by the charterer, was unfamiliar with such cargo, and a cargo of copper concentrates was loaded by the charterer, which was a large shipper of such cargoes, the master being told that it was ore and loaded in the customary and safe way, the charterer and not the owner was liable for delay caused by improper stowage, which necessitated a return to port and rearrangement of the cargo. SANTA CLARA, 281 *Federal Reporter* 725.

* * *

Provision of a charter for "about three years" permitting redelivery of the steamer "at a port in the United States, Atlantic or Gulf of Mexico," made it obligatory on the charterer to redeliver when a vessel was in a port of redelivery within a few hours of the termination of the flat period, and with no possibility of making a further reasonable voyage under cover of the overlap or the "about." "The rule," said the court in the case of Dampskibs Aktieselskabet Thor v. Tropical Fruit Co., 281 *Federal Reporter* 740, "is that if the overlapping voyage be reasonable it is compulsory; but if the time remaining when in a redelivery court is so short that no reasonable voyage can be undertaken under cover of the overlap, the charterer may redeliver or the owner may withdraw; yet it depends upon the language of the charter party whether such redelivery is a privilege conferred by the owner on the charter, or a contractual obligation of the charterer to the owner."

* * *

Where a tug undertook to shift a steamer which was without steam and could not actively participate from one dock to another in a harbor, the steamer had no right to participate in directing the movement, in the absence of an agreement between the tug and the steamer that the latter should watch the approach to the dock, and give the tug warning and information as the boats came in, and the sole responsibility, according to the decision in the case of Hand & Johnson Tug Line v. Canada Steamship Lines, Ltd., 281 *Federal Reporter* 779, rested upon the tug, which was liable for collision with a dock in injury to the steamship.

* * *

Demurrage is essentially a claim for damages for failure to accept delivery. It is not recoverable, it was held in the case of KITTEGAUN, 281 *Federal Reporter* 886, where the vessel is authorized to discharge at consignee's risk.

* * *

"That the hatch covers were off and the hatchway unlighted, the vessel being sufficiently provided with lanterns and oil, and lines and stakes, for use when needed, does not justify an award of compensatory damages to a seaman injured by falling through the hatchway in the dark, beyond the admitted liability for the expense of cure, maintenance, and wages for the voyage."—POCHASSETT, 281 *Federal Reporter* 874.

* * *

A vessel and her owner are liable for indemnity for injuries received by seamen in consequence of unseaworthiness of the ship, or a failure to supply and keep in order the proper appliances appurtenant to the ship.—WEST JESTER, 281 *Federal Reporter* 878.

* * *

A steamship owned by the shipping board, which until two days previous to a collision caused by the dragging of her anchor had been in the service of the navy department, but had been returned to the shipping board, and was awaiting her turn at the yard for certain needed work to be done, was "employed as a merchant vessel," within the meaning of act of March 9, 1920, though the navy crew was still on board, and suit was maintainable against the United States for injury caused by the collision.—Adams v. United States, 281 *Federal Reporter* 895.

* * *

"Clauses against abandonment in policies of marine insurance relate only to authorized acts of the insurer. As to unauthorized acts such clauses do not protect the insurer against liability for the full amount of the policy. * * The original purpose of the suing and laboring clause in a policy of marine insurance was to permit the insured to take every measure in preserving his vessel without waiving his right later to tender abandonment and claim a total loss. As there inured to the insurer a corresponding benefit from the labor bestowed and money expended, it came about that the insurer, in order to stimulate the insured, assumed liability for a proportion of any reasonable expense incurred in preserving the subject insured from the operation of the peril insured against. * * The consideration for the underwriters' promise to contribute to the expense of preserving the insured property is the diminution of the loss which otherwise would fall upon them. —American Merchant Marine Insurance Co. of New York v. Liberty Sand & Gravel Co., 282 *Federal Reporter* 51

* * *

A ship, a common carrier, is liable as an insurer for failure to make delivery at the port of destination, unless she was excused by the terms of the bill of lading, it was said in the case of HELLIG OLAV, 282 *Federal Reporter* 534. It is equally plain, it was further held, that the failure to make the delivery placed upon the carrier the burden of proof of satisfying the court that failure was due to an excepted peril

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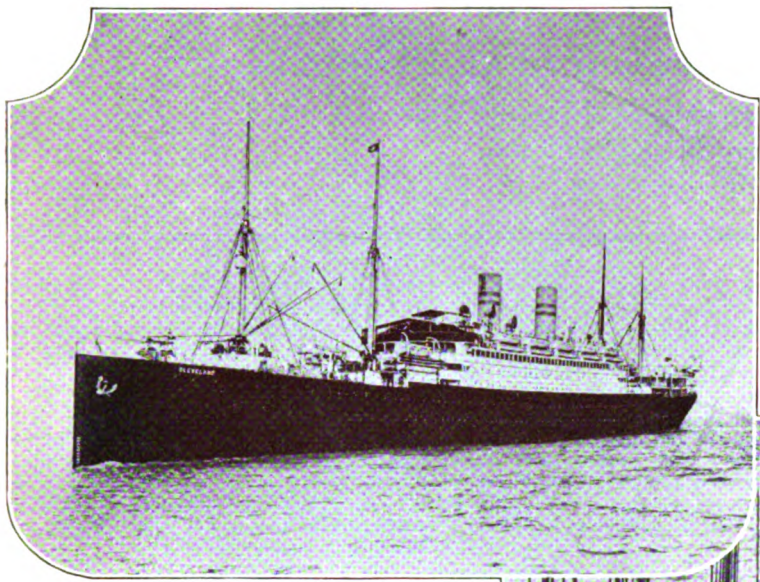
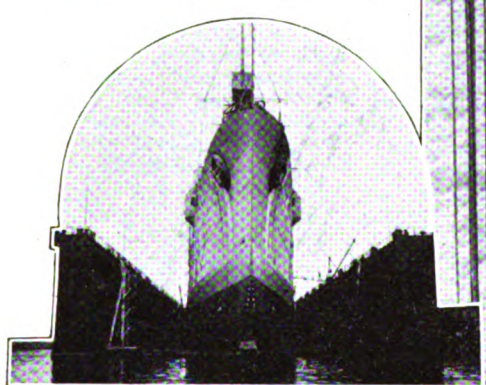
Photographs from Far and Near

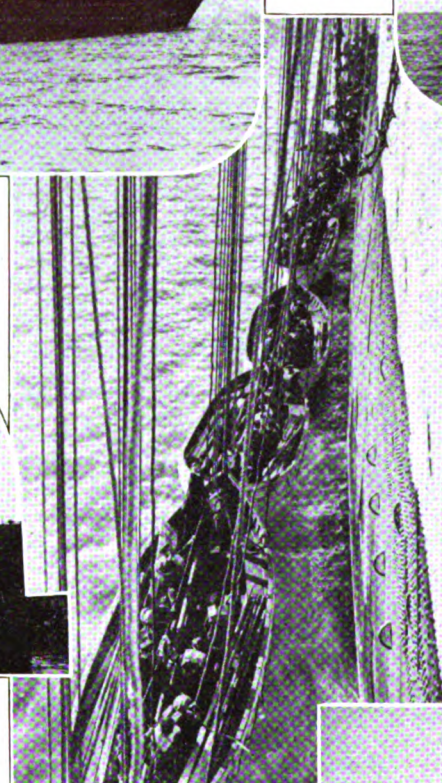


One-class cabin liner Cleveland now running transatlantic under United American house flag

U. S. Scout cruiser Raleigh on trial trip in December



The cruiser Raleigh in dock. She was delivered to the navy in January



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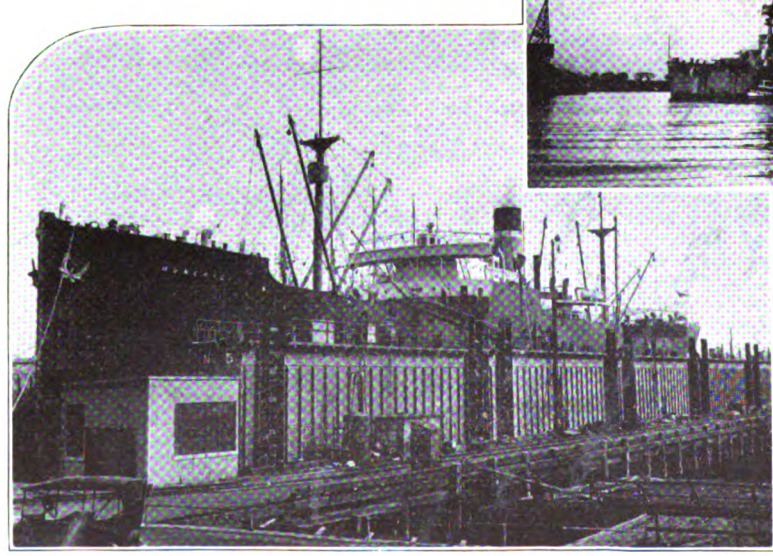
Abandon ship drill on the Aquitania, with all starboard boats in water

The Raleigh was built at Fore River yard



Freighter Muneric of Munson Line on 10,000-ton dock of Perth Amboy Drydock Co.

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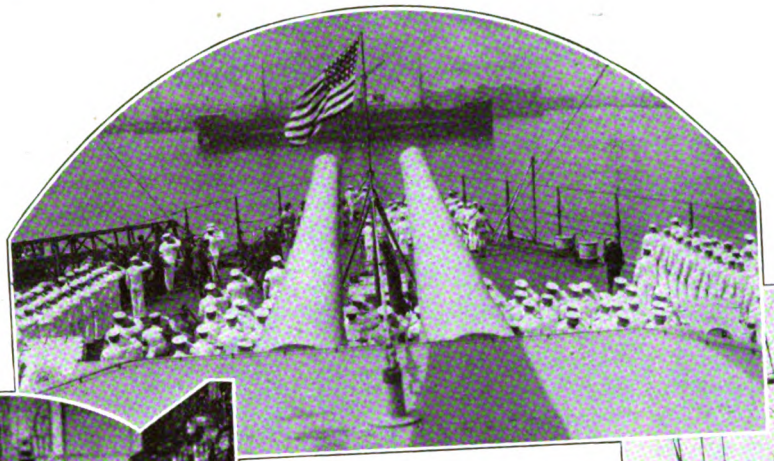
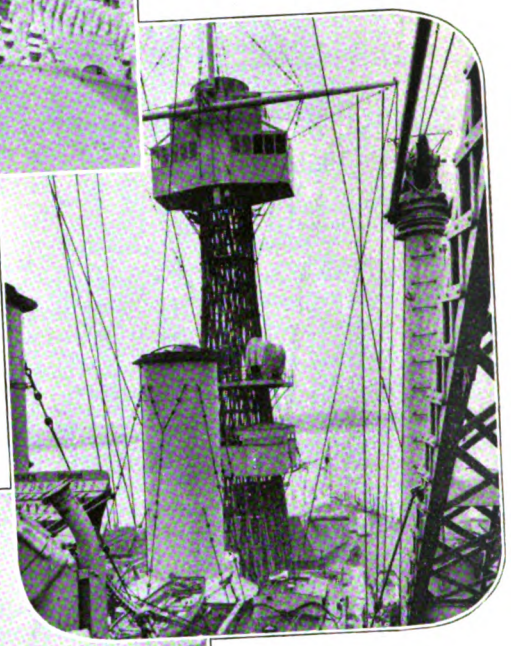
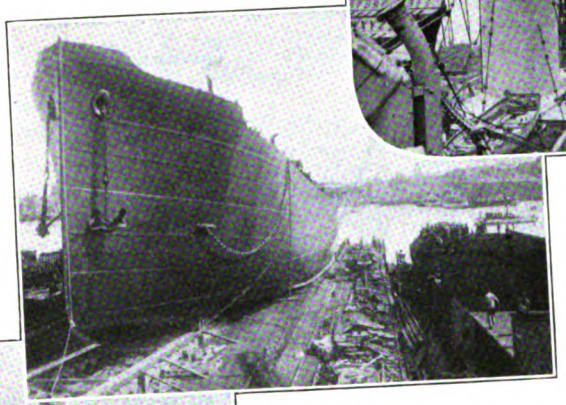
Latest Marine News in Pictures

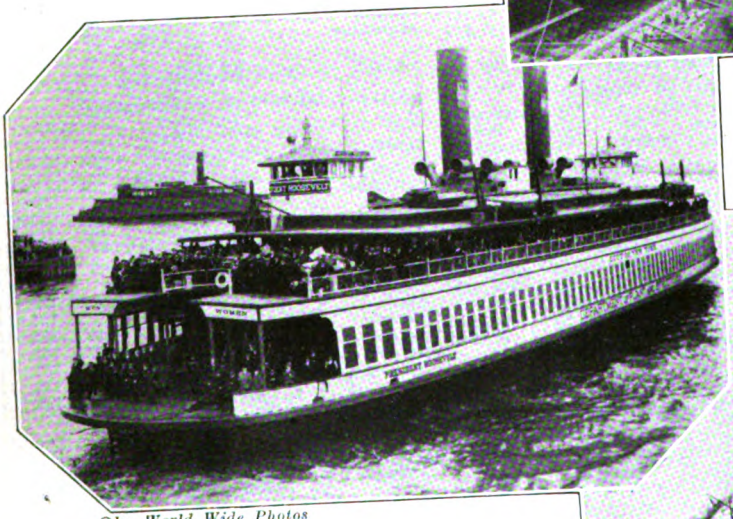


U. S. S. Colorado has left for shake-down trip to Europe. At left, one man is handling the ship by Westinghouse controls. What appear as strings of beads at right, are insulators to prevent any electric leak





Diesel driven, ore carrier Nuolja of 9500 tons being launched at Gotha Works, Gothenburg, Sweden



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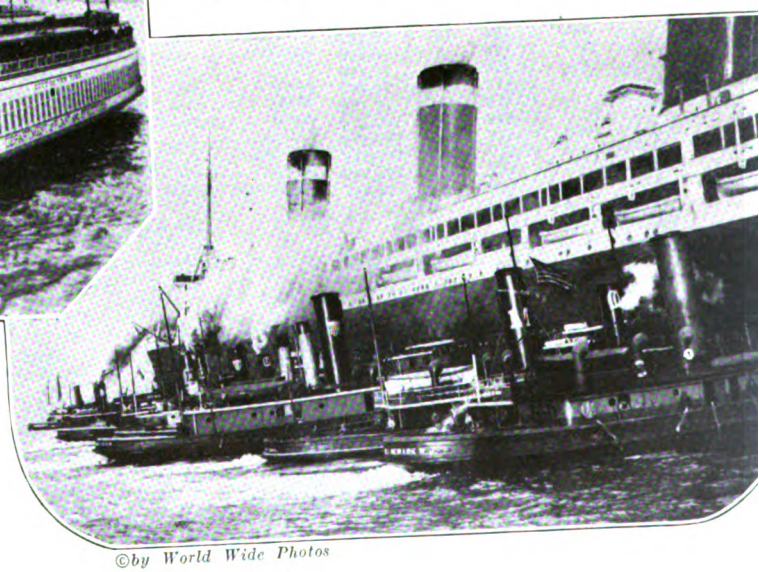
When the Leviathan went aground, a fleet of tugs toiled vainly to push her off the mud bank. The tide was more successful

New York municipal ferry President Roosevelt brought the Leviathan's passengers ashore. An official investigation is said to show that the grounding was unavoidable



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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	383	1,507,914	445	1,658,423
November	418	1,768,503	461	1,976,338
October	462	1,868,446	489	1,993,758
September	428	1,818,981	477	1,978,023
August	468	1,855,045	520	2,039,732
July	462	1,799,886	490	1,962,302
June	466	1,799,908	518	2,075,654
May	500	1,849,548	501	1,874,019
April	469	1,818,531	467	1,788,555
March	477	1,764,093	494	1,857,212
February	395	1,437,919	413	1,529,096
January	423	1,679,843	439	1,690,010
December, 1922.	397	1,569,778	473	1,819,341

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	78	227,055	64	190,644
November	78	198,122	54	135,077
October	93	241,457	64	178,279
September	92	236,293	74	182,700
August	97	251,295	73	180,771
July	109	269,158	77	177,700
June	102	257,507	69	191,633
May	105	267,441	82	207,209
April	87	218,177	83	229,333
March	111	306,580	76	209,261
February	67	160,678	54	139,701
January	98	287,240	64	182,402
December, 1922.	78	209,962	63	167,736

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	102	285,125	48	130,115
November	91	305,230	60	166,404
October	118	354,296	59	156,940
September	117	307,719	79	185,726
August	126	302,391	86	178,706
July	146	337,033	85	174,106
June	176	319,135	128	176,853
May	159	328,183	108	176,845
April	106	328,372	67	197,510
March	106	330,766	51	139,776
February	102	323,889	48	128,949
January	148	429,849	61	160,090
December, 1922.	138	383,366	61	181,975

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	29	104,724	26	100,583
November	25	80,910	24	74,849
October	19	39,456	15	32,471
September	9	22,724	10	25,582
August	11	24,155	8	18,838
July	8	18,148	9	17,770
June	7	22,613	8	25,941
May	8	16,470	11	17,781
April	22	75,012	29	100,274
March	29	94,128	31	83,391
February	33	91,190	36	100,312
January	49	144,429	42	126,949
December, 1922.	48	144,019	48	136,247

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	12	43,345	7	23,294
November	5	23,038	6	15,700
October	8	30,248	9	24,821
September	9	31,514	12	41,646
August	9	34,323	9	27,664
July	10	25,155	7	29,316
June	7	25,466	5	17,238
May	9	31,731	8	38,870
April	10	33,783	12	41,352
March	8	31,910	8	34,367
February	17	56,353	10	39,840
January	13	45,175	12	52,651
December, 1922.	6	23,609	8	29,871

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	117	365,142	110	354,229
November	90	280,617	91	279,278
October	96	285,871	95	297,566
September	94	292,315	99	297,965
August	100	303,073	92	262,306
July	130	390,465	137	395,206
June	140	407,872	135	406,138
May	156	476,041	160	468,248
April	159	470,698	138	416,969
March	123	375,762	117	354,803
February	80	240,133	94	275,291
January	115	322,661	110	306,393
December, 1922.	110	322,948	104	380,616

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
November, 1923.	24	65,263	83	239,807
October	18	56,473	65	188,805
September	14	37,823	65	184,646
August	36	113,070	81	244,366
July	41	108,465	108	296,197
June	36	107,218	66	190,218
May	62	188,850	93	286,420
April	21	65,350	73	212,453
March	16	51,333	71	200,858
February	8	24,958	42	130,121
January	14	41,127	44	121,152
December, 1922.	19	52,716	40	137,081
November	6	21,036	38	118,738

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	26	72,541	21	64,973
November	24	75,739	23	67,551
October	31	89,817	33	91,089
September	29	82,569	27	83,689
August	18	55,205	20	59,452
July	18	53,071	22	60,711
June	27	77,392	31	90,636
May	26	67,494	23	63,395
April	26	81,582	27	83,365
March	31	95,905	30	89,323
February	31	87,315	31	87,703
January	28	93,564	28	93,587
December, 1922.	22	66,619	17	57,279

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	71	88,377	71	91,121
November	80	97,642	85	97,599
October	83	103,328	82	95,506
September	69	77,687	74	84,612
August	80	94,591	82	93,028
July	88	96,514	86	97,260
June	93	105,045	93	102,123
May	97	102,033	95	101,422
April	84	85,964	83	88,475
March	91	88,639	90	83,220
February	69	68,735	64	68,658
January	89	81,622	86	79,210
December, 1922.	74	77,623	78	85,839

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	30	99,748	34	120,487
November, 1923.	30	113,362	34	120,487
October	21	78,191	48	174,275
September	23	86,194	41	138,470
August	17	64,218	31	106,478
July	19	66,048	24	86,474
June	22	87,147	25	87,419
May	16	58,889	21	72,663
April	17	62,287	22	84,940
March	16	69,514	22	78,124
February	13	46,219	18	66,446
January	12	47,848	25	97,674
December, 1922.	13	46,245	31	104,065

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	239	632,193	231	634,300
November	216	575,102	218	605,923
October	226	605,211	239	649,791
September	205	548,914	169	444,881
August	235	605,671	249	639,802
July	237	602,017	227	587,966
June	230	584,271	226	572,211
May	221	550,817	237	603,128
April	234	612,572	237	623,539
March	253	648,990	269	682,080
February	204	559,638	206	539,965
January	242	713,589	233	695,524
December, 1922.	211	543,884	222	573,111

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	71	219,767	106	313,231
November	61	172,824	95	301,148
October	83	209,343	108	334,544
September	64	164,854	100	290,715
August	69	172,330	92	257,371
July	70	178,601	77	198,200
June	77	178,013	82	209,893
May	78	181,759	97	256,745
April	65	162,317	77	209,388
March	58	170,841	97	287,278
February	48	146,944	76	233,591
January	69	219,967	89	282,889
December, 1922.	64	214,952	79	260,159

Port Arthur, Tex.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
September, 1923.	31	88,978	42	121,898
August	45	122,018	56	156,908
July	36	107,997	49	122,785
June	52	161,207	57	174,651
May	59	187,057	64	206,089
April	58	191,158	56	188,376
March	64	188,176	55	169,005
February	52	172,273	44	142,554
December, 1922.	59	210,778	65	218,274
November	42	143,551	47	154,010
October	68	227,039	66	217,502
September	53	158,181	57	168,681

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	83	165,163	75	156,579
November	74	148,297	78	145,886
October	68	123,532	60	120,606
September	60	126,005	52	105,247
August	64	191,968	67	146,191
July	73	136,242	66	123,405
June	64	136,311	61	132,863
May	74	167,509	74	174,851
April	85	199,871	82	163,074
March	88	203,032	88	206,285
February	83	186,479	72	160,777
January	77	145,151	67	153,001
December, 1922.	66	123,746	56	119,821
November	68	147,775	55	130,769

Houston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
November, 1923.	84	83,490	82	350,703
October	75	24,076	70	268,416
September	66	58,704	61	92,664
August	58	43,258	56	211,348
July	48	42,447	48	177,666
June	49	72,875	50	197,081
May	54	60,640	50	182,691
April	47	72,722	55	119,521
March	54	69,428	51	135,906
February	49	50,379	48	167,872
January	49	36,744	52	146,532
December, 1922.	58	70,948	53	195,322
November	65	72,192	63	215,043

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Marine Business Statistics Condensed

Port Traffic Record

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	63	209,105	68	234,960
November	69	281,081	70	243,152
October	56	205,175	71	249,035
September	43	165,798	63	209,930
August	64	208,625	65	224,918
July	68	244,530	58	189,348
June	59	204,204	65	227,566
May	64	230,778	69	244,321
April	61	199,831	63	227,467
March	50	168,399	71	237,195
February	47	165,333	60	214,686
January	51	156,249	65	216,083
December, 1922.	54	187,648	68	234,385

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
November, 1923.	243	234,357	188	220,733
October	178	236,116	242	194,872
September	88	257,074	110	193,177
August	80	193,400	63	161,380
July	78	265,294	56	187,987
June	87	212,483	53	175,799
May	78	246,275	53	179,360
April	87	269,264	72	165,302
March	115	251,459	90	185,155
February	86	148,957	83	137,564
January	91	153,564	92	141,332
December, 1922.	133	132,114	76	83,537
November	110	111,803	111	112,934

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1923.	48	206,466	52	224,112
November	48	199,115	46	191,022
October	39	184,717	47	200,668
September	32	142,052	40	159,006
August	39	173,885	37	163,188
July	30	148,607	32	149,239
June	36	147,186	39	184,732
May	29	133,752	37	159,393
April	32	141,569	31	133,950
March	28	129,070	30	138,428
February	26	120,548	39	156,258
January	27	125,551	36	155,129
(Inclusive of Domestic)				
December, 1922.	201	560,159	198	564,367

SIDNEY J. JACKSON, manager at Boston of the International Mercantile Marine Co., New York, has been elected a vice president for 1924 of the Traffic Club of New England, Boston. P. L. STUART, New England agent of the Great Lakes Transit Corp., Buffalo, was re-elected secretary-treasurer. New directors for two years include EDWARD M. HAGARTY, freight traffic manager of the Cunard Steamship Co., Ltd. and CAPT. E. E. O'DONNELL, manager of the marine department of C. H. Sprague & Son, Boston.

HENRY M. ROBINSON, Los Angeles banker and a former member of the shipping board, has been chosen to serve with GEN. CHARLES G. DAWES and OWEN D. YOUNG on the committee which will investigate Germany's financial position in an effort to solve the reparations problem. The United States was invited to have three members on the general committee.

Record of Traffic Through Panama Canal

		Atlantic to Pacific traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Pacific to Atlantic traffic —Panama Canal— No. of ships	Net tonnage	Tons of cargo	Total traffic through canal —Panama Canal— No. of ships	Net tonnage	Tons of cargo
1923										
November	American	116	627,115	323,129	128	680,833	1,108,292	244	1,307,948	1,431,421
	Foreign	115	537,180	309,785	77	348,737	477,089	192	885,917	786,874
	Totals	231	1,164,295	632,914	205	1,029,570	1,585,381	436	2,193,865	2,218,295
October	American	132	727,005	286,947	129	687,521	1,141,192	261	1,414,526	1,428,139
	Foreign	97	451,734	335,800	69	273,215	363,628	166	724,949	699,428
	Totals	229	1,178,739	622,747	198	960,736	1,504,820	427	2,139,475	2,127,567
September	American	111	598,331	251,797	126	686,359	1,132,572	237	1,284,690	1,384,369
	Foreign	87	382,506	259,922	89	377,356	524,412	176	759,862	784,334
	Totals	198	980,837	511,719	215	1,063,715	1,656,984	413	2,044,552	2,168,703
August	American	157	825,056	435,851	127	670,023	1,071,457	284	1,495,079	1,507,308
	Foreign	104	445,708	302,749	66	291,803	358,693	170	737,511	661,442
	Totals	261	1,270,764	738,600	193	961,826	1,430,150	454	2,232,590	2,168,750
July	American	146	743,072	361,335	139	751,940	1,194,357	285	1,495,012	1,555,692
	Foreign	109	464,386	328,697	80	350,629	453,395	189	815,015	782,092
	Totals	255	1,207,458	690,032	219	1,102,569	1,647,752	474	2,310,027	2,337,784
June	American	131	705,481	385,843	115	607,950	1,022,421	246	1,313,431	1,408,264
	Foreign	96	405,816	270,146	75	316,655	418,036	171	722,471	688,182
	Totals	227	1,111,297	655,989	190	924,605	1,440,457	427	2,035,902	2,096,446
May	American	133	715,061	406,699	120	651,504	1,096,175	253	1,366,565	1,502,874
	Foreign	96	424,600	335,652	70	337,249	426,557	166	761,849	762,209
	Totals	229	1,139,661	742,351	190	988,753	1,522,732	419	2,128,414	2,265,083
April	American	123	662,300	331,114	116	637,178	1,041,481	239	1,299,478	1,372,595
	Foreign	81	360,318	322,255	84	347,894	492,295	165	708,212	814,550
	Totals	204	1,022,618	653,369	200	985,072	1,533,776	404	2,007,690	2,187,145
March	American	119	635,992	348,598	96	509,443	819,204	215	1,145,435	1,167,802
	Foreign	114	505,290	329,890	80	337,467	443,236	194	842,757	773,126
	Totals	233	1,141,282	678,488	176	846,910	1,262,440	409	1,988,192	1,940,928
February	American	97	486,186	325,835	82	422,871	633,458	179	908,673	959,293
	Foreign	78	354,190	237,604	69	266,300	366,381	147	620,874	603,985
	Total	175	840,376	563,439	151	689,171	999,839	326	1,529,547	1,563,276
January	American	88	450,254	313,094	67	320,300	462,245	155	770,554	775,339
	Foreign	106	473,524	285,649	91	366,614	530,944	197	840,138	816,593
	Total	194	923,778	598,743	158	686,914	993,189	352	1,610,692	1,591,932
1922										
December-	American	78	363,857	328,924	68	344,847	551,907	146	710,704	880,831
	Foreign	83	352,020	231,494	75	312,539	422,777	158	664,559	654,271
	Total	161	717,877	560,418	143	657,386	974,684	304	1,375,263	1,535,102
November	American	65	324,783	234,500	55	273,293	416,515	120	598,076	651,015
	Foreign	83	370,180	266,878	91	369,024	508,967	174	739,204	775,845
	Total	148	694,963	501,378	146	642,317	925,482	294	1,337,280	1,426,860
October	American	70	328,229	264,171	51	250,606	385,196	121	578,835	649,367
	Foreign	89	384,223	300,904	84	347,334	495,592	173	731,557	796,496
	Total	159	712,452	565,075	135	597,940	880,788	294	1,310,392	1,445,863
September	American	54	260,249	226,741	53	235,008	315,898	107	495,257	542,639
	Foreign	72	322,167	241,095	61	252,986	354,454	133	575,153	595,549
	Total	126	582,416	467,836	114	487,994	670,352	240	1,070,410	1,138,188

Vessels in Ballast

1923										
November	American	52	307,299	0	2	8,323	0	54	315,622	0
	Foreign	39	162,303	0	2	9,554	0	41	171,857	0
	Totals	91	469,602	0	4	17,877	0	95	487,479	0
October	American	73	443,618	0	2	3,165	0	75	446,783	0
	Foreign	17	77,706	0	2	4,903	0	19	82,609	0
	Totals	90	521,324	0	4	8,068	0	94	529,392	0
September	American	59	352,792	0	1	5,233	0	60	358,025	0
	Foreign	19	85,041	0	3	12,121	0	22	97,162	0
	Totals	78	437,833	0	4	17,354	0	82	455,187	0
August	American	82	477,284	0	2	6,073	0	84	483,357	0
	Foreign	24	100,910	0	3	9,581	0	27	110,491	0
	Totals	106	578,194	0	5	15,654	0	111	593,848	0
July	American	76	443,654	0	4	12,848	0	80	456,502	0
	Foreign	25	107,103	0	3	9,580	0	25	116,683	0
	Totals	101	550,757	0	7	22,428	0	105	573,185	0
June	American	70	422,173	0	0	0	0	70	422,173	0
	Foreign	27	118,540	0	2	7,255	0	29	125,795	0
	Totals	97	540,713	0	2	7,255	0	99	547,968	0
May	American	72	422,947	0	3	10,658	0	75	433,605	0
	Foreign	23	87,784	0	2	4,750	0	25	92,534	0
	Totals	95	510,731	0	5	15,408	0	100	526,139	0
April	American	67	393,895	0	3	18,837	0	70	412,735	0
	Foreign	11	44,214	0	2	9,412	0	13	53,626	0
	Totals	78	438,109	0	5	28,249	0	83	466,358	0
March	American	60	359,006	0	4	7,841	0	64	366,847	0
	Foreign	35	144,223	0	3	9,915	0	38	154,138	0
	Totals	95	503,229	0	7	17,756	0	102	520,985	0
February	American	36	229,578	0	0	0	0	36	229,578	0
	Foreign	24	105,848	0	3	7,486	0	27	113,334	0
	Total	60	335,426	0	3	7,486	0	63	342,912	0
January	American	29	181,617	0	2	10,141	0	31	191,758	0
	Foreign	26	109,586	0	1	4,942	0	27	114,528	0
	Total	55	291,203	0	3	15,083	0	58	306,286	0

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Nature	Place	Damage Resulting
Ambridge	Dec. 6	Drifting	NW of Cape Town	Machy. broke
Agwimoon	Dec. 3	Grounded	bel. Port Arthur	Slight
Augvald	Dec. 11	Not stated	Victoria, B.C.	Cargo shifted
A. R. No. 82	Dec. 27	Sank	Chester Island	May be raised
Buyo Maru	Dec. 6	Fire	Algiers	Not stated
Bankdale	Dec. 13	Fire	Barcelona	Dam. ser.
Boden	Dec. 20	Ashore	Sandy Hook	Floated
Bug Light	Dec. 27	Fire	North River	Slight
Blue Triangle	Jan. 2	Ashore	Governors Island	Uninjured
Bedefell	Jan. 3	Disabled	Bermuda	Prop. blade lost
Collingwood	Dec. 6	Collision	off Long Point	Slight
Chicago City	Dec. 6	Not stated	Falmouth	Cargo shifted
Chicago City	Dec. 8	Disabled	Queenstown	Steerer broke
Clearpool	Dec. 12	Collision	nr Lewis, Del.	Unknown
Corsica	Dec. 14	Fire	off Robins Reef	To upper works
Chautaugua	Dec. 15	Fire	Halifax	Considerab'e
Carpati	Dec. 17	Collision	Rotterdam	Not stated
Cruizer	Dec. 18	Fire	Halifax	Not heavy
Conejos	Dec. 27	Foundered	Black Sea	Total loss
Careshol f	Jan. 1	Grounded	Sable Island	Not stated
Cold Harbor	Dec. 27	Broke moorings	Grays Harbor	Undamaged
City of Eastbourne	Jan. 4	Disabled	Highlands	Eng. trouble
Dorte Jensen	Dec. 7	Not stated	New York	Heavy list
Dronning Margrethe	Dec. 15	Grounded	Fryingpan Shoals	Aux. dam.
Delaware	Dec. 10	Grounded	Houston Ship Channel	Undam.
Dorothy Luckenbach	Jan. 1	Collision	nr Pollock Rip Lightship	Undam.
Debardeleben	Jan. 2	Fog, col.	Mobile Bay	Slight
Elizabeth Howard	Nov. 8	Ashore	off Nova Scotia	Wrecked
Edith Dawson	Dec. 7	Fouled	off Red Hook	Undam.
E. C. Adams	Dec. 20 Oct. 1	Grounded	River John	Slight
Edward Luckenbach	Dec. 13	Grounded	off Red Hook	Floated
Eric	Dec. 26	In distress	at sea	Waterlogged
Flora M.	Dec. 7	Ashore	Beaver Harbor	Condemned
Glenstriven	Nov.	Ashore	Georgian Bay	Badly dam.
Glenarm	Dec. 9	Fire	Midland	Badly dam.
Gen. G. M. Sorrell	Dec. 9	Fire	New York	Undam.
Gaston	Dec. 10	Disabled	S of Cape Henry	Cir. pump gone
George Allen	Dec. 27	Broke moorings	Grays Harbor	Undam.
Guardsman	Dec. 31	Fire	New London	Consider'le
Governor Parr	Jan. 2	Disabled	at sea	In tow
Hampton Roads	Dec. 11	Disabled	Atlantic Coast	Turbine trouble
Harmodius	Dec. 11	Grounded	off Liberty Island	Floated
Hampton Roads	Dec. 16	Disabled	Massachusetts Bay	Boil. feed line broke
Henriette Simmons	Dec. 23	Leaking	Delaware Breakwater	Pump eng. dis.
Helen	Dec. 27	Broke moorings	Grays Harbor	Undam.
Hattie	Dec. 27	Fire	Wallabout Basin, N. Y.	Undam.
Harold Dollar	Jan. 4	Disabled	2000 m. from Portland, Ore.	Steerer broke
Itororo	Dec. 7	Grounded, fouled	off Red Hook	Undam.
Ignazio Florio	Dec. 20	Fire	New York	Slight
Independence	Jan. 1	Disabled	New York	Eng. trouble
James W. Barber	Nov. 19	Gale	Portland, Me.	Slight
Jean Crowell	Dec. 2	Not stated	off La Havre	Foundered
J. J. M'Allister	Dec. 20	Collision	East River	Cons. dam.
J. W. Ailes	Dec. 22	Not stated	Milwaukee	9 plates dam
John Dorsyth	Jan. 3	Grounded	Boston	Strained & leak.
Kyosei Maru	Jan. 4	Disabled	at sea	Steer. eng. chain broke
London Commerce	Dec. 5	Collision	River Thames	Unknown
Lancaster	Dec. 5	Disabled	Panama Canal	Engs. dis. & prop. gone
Liberta	Dec. 4	Disabled	Cadiz	Not stated
Lacuna	Dec. 11	Disabled	Gibraltar	Eng. dis.
Little Princess	Dec. 1	Not stated	mid-ocean	Abandoned
Laura Skogland	Dec. 15	Disabled	Bermuda	Prop. blade gone
L. W. Hill	Dec. 20	Not stated	New York	Plates dam.
Leviathan	Dec. 21	Grounded	off New York	Not stated
Lauroch	Dec. 20	Storm	off North Sydney	Mast broke, leak.
Loriga	Jan. 3	Ashore	nr Gluckstadt	Floated
Maruba	Dec. 6	Collision	off Long Point	Bow badly damaged
Munargo	Dec. 8	Steerer dis.	nr South Ferry slip	Grounded
Marore	Dec. 7	Grounded	off North Point	Floated
Marie De Ronde	Dec. 3	Disabled	Key West	Not stated
Martha Parsons	Dec. 14	Fire	Spencers Island	Almost total loss
Maplecourt	Dec. 18	Grounded	Goderich	Leaking
Mapledawn	Dec. 19	Grounded	Goderich	Undam.
Mahada	Dec. 15	Ashore	nr Bacalieu	Total wreck
Mississippi	Dec. 27	Struck rock	Bordeaux	Leaking
Merrimack	Dec. 17	Fire	Providence	Consider'le
Minnesota	Jan. 2	Ashore	Minercersand	Floated
Mexicano	Jan. 3	Hvy. weather	Boston	To deck & boats
Mary Hanlon	Jan. 4	In tow	off Umpqua	Lost rudder
Norefjord	Dec. 10	Hurricane	Atlantic Ocean	Cons. to deck, etc.
N Y C carfloat	Dec. 20	Collision	East River	Not stated
Nagato Maru	Jan. 2	Fire	Pouch Terminal, S. I.	Slight to ship
Overfalls	Dec. 12	Collision	nr Lewis, Del.	To stern
Oberschlesien	Dec. 26	Disabled	off Delaware Capes	Dam. rud.
Over The Top	Jan. 1	Collision	Execution Light	Considerable
Paulsboro	Dec.	Grounded	nr Bahama Islands	Damaged
President Wilson	Dec. 16	Disabled	Honolulu	Machy. broke
Plymouth	Dec. 1	Disabled	Newport, R. I.	Main shaft broke
Panoil	Dec. 14	Grounded	Miami	Damaged
Point Arena	Dec. 22	Disabled	San Francisco	Steam pump broke
Point Arena	Dec. 24	Disabled	San Francisco	Eng. trouble
Ruth	Dec. 5	Fire	Mobile	Damaged
Ruth E. Merrill	Dec. 6	Strong wind	Boston	Fou ed sch.
Robert P. Clark	Dec. 10	Rammed	New York	Damaged
Rocinante	Jan. 3	Fire	at sea	In after cabin
Rassapeague	Jan. 4	Disabled	at sea	leak. & rudder gone
Surico	Dec. 8	Grounded	Shooters Island	Floated
Salatiga	Dec. 1	Ballast tank leak.	Rotterdam	Sundry dam
Sarcoxie	Dec. 12	Disabled	St. Michaels	Machy. dis.
Sarnia City	Dec. 18	Heavy sea	nr Goderich	Lost stack
Scottish Bard	Dec. 15	Gales	at sea	Slight to decks
Severn	Dec. 19	In distress	Philadelphia	Not stated
San Antonio	Jan. 2	Fog, col.	Mobile Bay	Undam.
Suriname	Jan. 2	Disabled	New Orleans	Rudder broke
Tram	Dec. 6	Ashore	nr Port Oxford	Break. up
Thomas Dwer	Dec. 21	Fire	New York	Slight
T. M. Barnsdall	Dec.	Fire	at sea	To woodwk
Triton	Dec. 28	Disabled	Santiago, Cuba	Leaking
Tuscarora	Jan. 2	Collision	at sea	Bows dam.
Veendijk	Dec. 8	Fire	New York	Not stated
Voco	Dec. 10	Fire	Constable Hook	Full of water
Viajante	Nov. 28	Gales	at sea	Crippled condition
West Corum	Dec. 7	Grounded	Mobile Bay	Undam.
Wyoming	Dec. 6	Fouled	Boston	Headgear gone
Westerian	Dec. 8	Gales	off New York	Bulwarks smashed, tanks gone
West Kebar	Dec. 17	Collision	Rotterdam	Slight
West Isleta	Dec. 30	Disabled	Baltimore	Machy. trouble
West Erral	Dec. 31	Defect. steerer	River Scheldt	Grounded, floated
West Cawthorn	Dec. 30	Grounded	Edgemoor	Undam.
W. R. Hearst	Jan. 3	Disabled	New York	Steerer jammed
York Castle	Dec. 24	Grounded	Reedy Island	Not stated
Yogen Maru	Dec. 27	Grounded	Grays Harbor	Jettis. cargo

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Along the Atlantic and Gulf Coasts

HOUSTON, Tex., is now connected by 32 freight lines with the principal ports of the world. The newest is N. Odero & Co., which will operate eight ships to Genoa and Naples. The agents are Wilkens & Biehl who act also for the North German Lloyd and the Ozean lines to Bremen and Hamburg and the Scandinavian-American line to Copenhagen. The Texas Transport & Terminal Co. is agent for the French line to Havre, Antwerp and Ghent; the Creole line to Genoa, Leghorn, Naples and other Mediterranean ports; the Head line to Dublin and Belfast; the Holland-American line to Bremen, Rotterdam and Amsterdam and the Lord line to Belfast and Dublin. W. C. Hunt handles the Harrison and the Leyland lines, both running to Liverpool and Manchester. The Binyon Shipside Warehouse Co. is agent for the American Sugar Transit Corp. sailing to New Orleans. S. J. Daugherty & Co. act for the Bull line to American Atlantic ports; the Hugo Stinnes line to Bremen, Hamburg, Rotterdam, Amsterdam and Antwerp; the Lykes line to the West Indies and the Pacific-Caribbean and Gulf line to Seattle, San Francisco and Los Angeles. The Intercoastal Steamship Line with E. W. Gilkerson as agent, operates to Texan ports. Schutte & Clark are agents for the K line to Japan and the Orient; the Pinillos line to Barcelona and the Suzuki line to Japan. Blakely Smith & Co. act for the Castle line to Antwerp, Ghent and United Kingdom ports; the Larrinaga line to Havre, Liverpool, Manchester and other United Kingdom ports; the Nervion line to Barcelona, Genoa and other Mediterranean ports; the Munson line to the West Indies, Mexico and South America and the Lone Star line to Cuba, Porto Rico and Santo Domingo. The Lallier Steamship Co. is agent for the Hamburg-American line to Bremen and Hamburg. The Sipsey Barge & Towing Co. operates to Mobile. The Southern Steamship Co. runs a weekly service to Philadelphia. Daniel Ripley & Co. are agents for the Cosulich line to Barcelona, Venice and Trieste and operate 10 shipping board vessels to Bremen, Hamburg, Rotterdam, Havre, Antwerp, Ghent, Genoa and Naples. S. Sgitcovich & Co. operate shipping board vessels to Liverpool and Manchester. The Tampa Inter-Ocean Steamship Co. is agent for the shipping board vessels to Japanese and Oriental ports and for the Tampa Inter-Ocean line to European ports.

* * *

Norton Lilly & Co. general agent for the Isthmian Steamship line, have received word that the STEEL INVENTOR the first steamer to sail in the Philadelphia and Boston to Manila service, made the run in 46 days.

* * *

The Delaware & Hudson railroad has a large plot in North Albany, N. Y., which it expects to develop into a manufacturing and shipping district. Deepening of the Hudson river for about 30 miles would enable ocean going vessels to load and unload at Albany and would give direct transfer between railroad car and ship. The westbound railroad route would be over the D. & H., Erie, Wabash and Kansas City Southern

* * *

The Dixon Steamship Co., Boston, has just added to its fleet the steamer NEWCASTLE, an 83-ton steamer purchased from the I. S. Wooster Co., Bass Harbor, Me.

* * *

A new liner for the United Fruit Co. was launched recently at Birkenhead, England, and has been named LA MAREA. The ship will be placed in service between Boston and the tropics.

* * *

The Maritime association, Boston, has compiled figures covering tonnage moving into Boston in 1923 as compared 1922 showing an increase for the period up to Oct. 31 in imports of general cargo of approximately 160,000 tons.

* * *

Arrangements have been made by the Eastern Steamship Lines, Inc., for establishing a receiving station for Boston and Portland freight at Forty-third street, Bush terminal, Brooklyn, N. Y. Class and commodity rates will be established on the same basis as in effect from New York city piers.

* * *

Another service from Indian ports to Boston has been announced by the Anchor-Brocklebank line through its Boston representatives, the Cunard-Anchor Steamship Co. The new service from Calcutta direct to Boston will start about March 3 with the sailing from Calcutta of the 8000-ton steamer MALAKUTA, one of the fleet of 25 steamers owned and operated by the Brocklebank line.

* * *

Total entrances and clearances in foreign trade at Baltimore for 1923 compared well with the previous year. Entrances reached 1400 vessels of 4,210,650 net tons and clearances 1378 vessels of 4,114,391 net tons.

* * *

Coal exports from Baltimore for 1923 totaled 1,459,477 tons in comparison with 99,473 tons in 1922 and 1,451,871 tons in 1921. France, Italy, Germany, Canada, Cuba and Belgium were the largest takers. Coke shipments for the year amounted to 173,062 tons, most of this tonnage going to France, Belgium, Chile and Germany.

* * *

The 1923 results in grain exports indicate that Baltimore is still the third grain shipping port in North America. Baltimore's outbound shipments for the year are placed at 43,208,892 bushels as compared with 88,555,199 bushels in 1922. Flour exports from Baltimore increased from 544,622 barrels in 1922 to 720,227 barrels in 1923.

* * *

A general increase in freight rates from the North Atlantic range to United Kingdom points has been agreed upon by the conference lines operating in that trade. The changes call for increases of 20 to 25 per cent over existing tariffs. They will be effective Feb. 1.

* * *

Oil movement from Mexican ports to Baltimore continues uninterrupted despite the current revolution. Port receipts average from 50,000 to 100,000 barrels weekly.

* * *

Coffee imports at Baltimore for 1923 reached 202,000 bags as against 133,000 bags imported during 1922. This business has had from 50 to 100 per cent increases during the last four years.

* * *

New York has gone on record as opposed to granting the application of the South Atlantic ports for the Baltimore and Norfolk basis of differential rail rates to central freight association territory.

* * *

Distinct improvement in cargo offerings for practically all overseas lines operating to and from Baltimore has been noted in the past month.

* * *

With the clearance of the steamer ROMRO of the Ellerman, Bucknell line, Norton, Lilly & Co., Baltimore agents, a direct service to India has been inaugurated.

* * *

Reports on the proposed shipping board consolidation of its United Kingdom lines from New York and Baltimore indicate that Winchester & Co. will be the board's loading agents at New York while a combination of the Baltimore Steamship Co. and W. A. Blake & Co. will act in that capacity at Baltimore.

* * *

Customs receipts at Baltimore for 1923 show an increase of more than 200 per cent over the figures for the previous year. Both volume and variety of imports are greatly increased.

* * *

Lykes Bros. Steamship Co., Inc., Galveston, announced that beginning with the arrival of the GORALE, on Dec. 28, approximately 50,000 tons of sulphur will be loaded out of Galveston for Australian ports on eight vessels. The entire shipment will be loaded for account of the Texas Gulf Sulphur Co.

* * *

The Isthmian Line steamship STEEL MARINER entered at Galveston Dec. 16 having circumnavigated the globe in 3 months and 23 days. The total distance traveled was 26,000 miles at an average of 11.4 knots per hour of running time. Steel products from Mobile, Ala., and cotton from New Orleans and Galveston comprised the outward cargo for Japanese ports while jute bagging, Hessian cloth and gunnies were taken aboard at Calcutta for the return voyage to Galveston and New Orleans. The STEEL MARINER is of 97 deadweight tons. Capt. L. A. E. Thomson is master of the vessel.

* * *

According to figures released by the army engineers for the year 19 Galveston continued as the second gr est port in the United States accord

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to valuation. A total of $624,445,989 was handled, being distributed as follows: Foreign imports $11,799,670; exports $310,184,033; coastwise cargo entered $157,964,432; coastwise cargo cleared $144,279,504. The total valuation for the entire Galveston district was $815,066,009.

* * *

The tug ROBERT P. CLARKE, owned by the Gulf Refining Co., was rammed during a fog Dec. 10 by one of the two barges she tows in the Tampico oil trade. The accident occurred as the vessels were leaving Galveston harbor. The tug was hauled out at the plant of the Galveston Drydock & Construction Co.

* * *

The ocean-going tug, COLONEL ROCKWELL has been changed from a coal burner to an oil burner by the J. J. Kane Boiler Works, Galveston, Tex. The tug is owned by the Gulf Export & Transportation Co., Beaumont, Tex., is of 289 gross tons, and is operated in the Tampico-Beaumont oil trade. Her fuel tanks will have a capacity of 600 barrels which will be sufficient to operate the vessel 17 days without rebunkering.

* * *

The two vessels TRUXTUN and WHIPPLE owned and operated by the Southern Banana Corp. in the banana trade between Frontera, Mexico, and Galveston have been held in Frontera since the early part of December by the Huerta revolution.

* * *

The J. H. W. Steele Co., Galveston, was given the general agency of the Ward line from all Texas ports to Mexico early in December. Regular service has been maintained out of Port Arthur, Beaumont, Port Neches and Sabine for some months and the trade has been growing steadily.

* * *

The United States engineers entered into contracts in December with the United Dredging Co. for dredging four miles and the Atlantic, Pacific & Gulf Co. for dredging ten miles of the Sabine-Neches waterway. The terms of the contracts call for a depth of 30 feet and widening from 125 to 150 feet the lower end of the canal and from 90 to 100 feet the upper end. Work is to start about Jan. 1, 1924.

* * *

A record movement of cotton to the Far East took place during December out of the port of Galveston. A total of 86,213 bales were exported. The steamship KELLUNG departing with 12,875 bales and the steamship JADDEN with 11,500 bales, had the largest lots. Cargo for the Far East has offered so freely that all vessels have been booked full for some time and larger quantities could have been exported had the tonnage been available.

* * *

Since the beginning of the cotton year, Aug. 1, 1923 up to and including Dec. 31, cotton receipts at Galveston have attained a total of 2,235,068 bales. For the corresponding period of 1922, the receipts were 1,879,843 bales or an increase this year of 355,225 bales. Total receipts at all ports are 4,830,993 bales, so that Galveston's total closely approximates one-half of the total amount. Houston a subport in the Galveston customs district, is the second cotton port with a total of 606,750 bales while New Orleans comes third with 780,089.

From the Northwest

SHIPPING interests of the Columbia river are pointing with pride to the report of the United States army engineers showing that during the last two years shippers in the Columbia watershed have been saved $18,925,019 in transportation charges. This has been accomplished, it is claimed, by the government's development of the river channel to the sea and by the construction of modern deep sea terminals at Portland.

* * *

Famous as the relief vessel which under the direction of Capt. Harold Noice rescued the Eskimo Ada Blackjack marooned on remote Wrangell island in the Arctic, the power schooner DONALDSON has arrived at Seattle to spend the winter in preparing for the coming season in the Far North.

* * *

Contract for No. 1 grain jetty to be erected for the Vancouver, B. C., harbor board has been awarded to the Pacific Construction Co. on a bid of approximately $400,000. Work will proceed at once. The jetty will be 1050 feet in length with accommodations for two vessels. The outer ends will rest on concrete cribs each 50 feet square.

* * *

Consolidation of the General Steamship Corp. and the Trans-Oceanic Co., representing four deep sea steamship lines, under the name of the former took effect on Jan. 1. This company operates regular services to west coast of South America, Australia, intercoastal and to Europe.

* * *

Owing to temporary depression on the intercoastal route, which is overtonnaged at present, the United American line has announced the withdrawal of four of its regular steamers.

* * *

Salvage contractors have had poor success in attempting to raise the hull of the steel British steamer WELSH PRINCE sunk in the Columbia river in May 1922. Operations have been under way for more than a year but strong tide rips rendered the work difficult. Recently the hull was blown to pieces, 20,000 pounds of dynamite being used. It is now expected that the fairway can be cleared.

* * *

Equipment at Skinner & Eddy yard No. 2, Seattle, the site of which has been purchased by the port of Seattle, will be sold by the shipping board. Bids will be opened on Jan. 15. Shipbuilding machinery, tools, motors, plant supplies and materials are included. While some of the equipment is obsolete, part of it is new and available for other shipbuilding plants.

* * *

The Moore Drydock Co., Oakland, Cal., was awarded the contract for installing a new stern frame, drydocking, cleaning and painting WEST CACTUS at $27,954.

* * *

After a two months' strike, during which shipping was inconvenienced and shipping companies hesitated to send their vessels to British Columbia, longshoremen at Victoria and Vancouver have returned to work under former conditions and the old wage scale. They have agreed to work, hereafter, through the government employment agency.

* * *

Notwithstanding efforts to cut the conference rates on steel, intercoastal lines announce that the tariff will remain at 40 cents per 100 pounds for the present. One line was reported to have granted a 35 cent rate before it joined the conference and this caused some disturbance on the route.

* * *

The Canadian Pacific has enlarged its plans for ocean terminals at Vancouver, B. C., and announces that its proposed pier will be 1100 feet in length costing nearly $3,000,000. It will be of sufficient size to accommodate easily its largest Pacific liners, the new plans calling for a wharf 300 feet longer than originally intended. Work will proceed at once. A contract for preliminary extension has been awarded to the Northwestern Dredging Co. at a cost of $60,000.

* * *

Recognizing the economy of oil fuel, the Osaka Shosen Kaisha is converting its entire transpacific fleet. The steamers on that berth will be equipped for burning either coal or oil, a system that has been worked successfully by Norwegian owners. The Japanese plan to burn coal on eastbound voyages but on the return to Japan, oil will be used.

* * *

George F. Nicholson, chief engineer of the port of Seattle, in a recent address, made the prediction that the 20,000-ton ship will be the standard of the future. He urged that port improvements be made with this in view. Vessels of 40,000 to 50,000 tons, he said, have proved too expensive to operate. Therefore, the impression prevails that the 20,000-ton steamer as a maximum will be standardized by the big companies for the overseas commerce of the future.

* * *

Figures just issued for the tonnage movement in and out of the port of San Francisco for December show a total of 547 vessels arrived and 533 vessels cleared. The total tonnage incoming amounted to 1,182,849 tons of which 1,173,380 were steam tons and 9469 were sail tons. Departing tonnage amounted to 1,179,827 tons of which 1,178,375 tons were steam and 1452 were sail tons. Comparative figures on the outgoing tonnage show for December 1923 an increase of 54,456 tons over December 1922, while the incoming vessels for December 1923 represent an increase of 15,073 tons over the corresponding month in 1922.

* * *

The Bethlehem Shipbuilding Corp. at San Francisco secured the contract for renewing the tail shaft, drydocking, cleaning and painting the PRESIDENT HAYES at $11,796. The Bethlehem company also was awarded the general repairs, including work on the boilers, at $8035 and the contract for reinsulating refrigerator spaces and other work on the cold storage plant of the vessel at $17,850.

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Plan Express Service Detroit to Chicago

The Detroit & Cleveland Navigation Co. will establish a fast express steamboat service between Detroit, Mackinac Island and Chicago at the opening of navigation in 1924. "This line will carry light package freight and automobiles between the two cities," said A. A. Schantz, president and general manager, "but lack of harbors on the Lake Huron shore will not permit the EASTERN STATES and WESTERN STATES to land at any intermediate docks. At Alpena and Harbor Beach, the best harbors of the lot, our steamers probably could not get within 500 feet of the dock. The CITY OF ALPENA and the other steamers that we employed on the Lake Huron run for many years were built especially for that service and the largest of them only drew 8 feet of water forward and 9 feet aft loaded, while the WESTERN STATES draws 15½ feet. The shallow draft steamers were put out of business by the unreasonable exactions of the seamen's act which would only permit us to carry a few passengers after the summer permit expired.

"The WESTERN STATES and the EASTERN STATES could handle the business of the shore line easily, but unfortunately they draw too much water to enter any of the harbors, and must be confined to the through run between Detroit and Chicago. The running time of these boats will be the fastest ever before scheduled between those two points, 38 hours, including a 2-hour stop at Mackinac Island.

"The only remedy for the situation in which the wholesalers of Detroit and the residents in the towns along the Lake Huron shore find themselves," said Mr. Schantz, "is to co-operate with the vessel interests in securing modifications in the seamen's act that will permit shallow-draft steamers to operate on the line at a profit. After 40 years of successful operation on the Lake Huron division, we lost money every year after the passage of the LaFollette, seamen's act and were forced to abandon the line."

If recommendations of the public health service are approved, Seattle will soon have a $1,000,000 marine hospital. The present institution is now located at Port Townsend but increased activity in shipping has emphasized the need of a new hospital for some time.

During a severe storm, the Seattle freighter T. W. LAKE foundered in waters adjacent to the San Juan islands, Puget sound, Dec. 6, the entire crew of 15 being lost.

Little Motorship Visits Arctic Yearly

DESIGNED and constructed for the purpose of trading in the inhospitable Arctic regions, the British motorship LADY KINDERSLEY has justified the expectations of builders and owners. The staunch little trader has completed her third season in the Far North where she called at isolated stations to exchange supplies for fur and other products of the Arctic.

The LADY KINDERSLEY is a wooden vessel built at Vancouver, B. C., in 1921. She is equipped with powerful oil engines built in England. The hull is of particularly staunch construction being sheathed with iron bark as a measure of protection in making her way through the immense ice floes encountered in the Arctic.

The sturdy vessel measures 727 tons gross and 560 tons net. Her dimensions are; length, 187 feet; beam, 36.3 feet; depth 15.5 feet. She is owned by the Hudson's Bay Co., and hails from Vancouver.

In making her annual voyage to the Far North, the LADY KINDERSLEY calls at trading stations on the Siberian coast and then turns east proceeding as far as the mouth of the Mackenzie river, Beaufort sea, and Coronation gulf. The visit of the trading vessel is the only communication with the outside world that is afforded some of the Arctic stations and her coming is an annual event. The LADY KINDERSLEY is equipped with every modern convenience and device for the trade for which she was built.

STAUNCH WOODEN MOTORSHIP WHICH TRADES BEYOND THE ARCTIC CIRCLE. SHE IS THE ONLY LINK BETWEEN MANY NORTHERN TRADING POSTS AND THE OUTSIDE WORLD

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Business News for the Marine Trade

Bids are being taken until February for constructing drydock and supplying necessary equipment for the Belgian government, at a cost of about $1,000,000. Specifications are on file at the bureau of foreign and domestic commerce, 734 R Custom house, New York, 930 Witherspoon building, Philadelphia and 1801 Custom house, Boston.

W. & A. Fletcher Co., 1301 Hudson street, Hoboken, N. J., operator of shipbuilding and repair plant, took possession Jan. 1 of the business of the Empire Electric Welding & Repair Co., Thirty-sixth street, Brooklyn, N. Y., and will remodel the property for use as branch ship repair works.

Miami chamber of commerce, Miama, Fla., plans enlarged docking space quadrupling capacity. Three slips between present docks and Bay Front park are to be built, each slip to be 200 x 1000 feet. Four slips, each 200 x 1000 to 1500 feet will be built on south side of causeway in the bay. Fred L. Weed is executive secretary of the chamber of commerce.

United Fruit Co., New Orleans, plans expenditure of $1,000,000 for constructing wharf at head of St. Joseph street, and also $3,000,000 for reconditioning 10 vessels.

The port commission of Gulfport, Miss., has invited bids for constructing 1400-foot breakwater at south entrance of harbor to cost about $50,000. Earl North is the United States engineer at Mobile, Ala.

Marine Contracting Co., Charleston, S. C., has changed its name to the Marine Constructing & Towing Co. and increased its capital from $5000 to $100,000.

Francis G. Gaffey, former United States district attorney at New York, on Dec. 31 was appointed receiver in equity of the New York & Cuba Mail Steamship Co., generally known as the Ward line, having a capitalization of $10,000,000.

Proctor Marine Supply Co., New York, has been incorporated for $10,000 by N. L. Procter, B. Ackerman, and C. R. Libby.

Bridgeport-New York Steamship Co. of New York, has been incorporated in Delaware for $50,000.

Pomona Steamship Co. has has been incorporated in Delaware for $350,000 by H. J. Richardson, Charles W. Briggs and G. S. MacCartney, St. Paul, Minn. Hanley Steamship Co. has been incorporated for $350,000 by the same incorporators as the Pomona Steamship Co.

Columbus line has been incorporated in Delaware to carry on ocean commerce, with capital of $50,000, by C. V. Thevenot, Frederick W. Miller, and Joseph A. Barrett, New York.

Great Lakes Development Co., Cleveland, has been incorporated for $5000 by Harry Steuer and Helen Pagnard for various purposes.

Todd Dry Docks, Inc., Seattle, has been awarded $250,000 contract for remodeling two local steel steamers to be used as automobile ferries.

Thomas B. Hayes, Fisheries Products Co., Wilmington, Del., has acquired the Carolina Shipyards and will install machine shop for repair of company's fleet of fishing steamers.

Greylock Steamship Co., New York, has been incorporated for $400,000.

Mexican-American Fruit & Steamship Corp., has been incorporated in Delaware with 20,000 shares preferred stock, $100 par value, and 100,000 shares common no par value stock.

Fairfield Steamship Corp., New York, has been incorporated for $225,000 by F. V. Barnes, E. E. Baldwin, and J. D. Fessenden, with Baldwin, Barnes & Weeks, 32 Nassau street, as attorney.

International Trading & Transportation Co., Inc., has been incorporated in Delaware for $100,000 to own and operate boats, by Frederick W. Oddlach, Brooklyn, Thomas F. Costello, and Gunther Bruhl, New York.

New York Canal Transport Corp., has been incorporated for $300,000 at Wilmington, Del., to build, own, and operate boats.

, San Francisco Terminals, Inc., has been incorporated at San Francisco with $1,500,000 capital.

C. H. Sprague & Son has been incorporated for $150,000 at Boston, to carry on business of ship broker, by Addison C. Burnham, Newton, Mass.; Miles Wambaugh, Hingham, Mass., and Kenneth B. Bond, Brookline, Mass.

Bay Harbor Towing Co. has been incorporated at Dover, Del., for $250,000.

Pennsylvania railroad will spend about $500,000 on extensions to docks at Erie, Pa. James Thompson, Central Stevedoring Co., Erie, Pa., is interested in construction work. Additional ore handling machines are to be installed.

Steel contracts have been let for the Claibourne street landing, New Orleans. The wharf will be rushed to completion and is expected to surpass all similar improvement in the United States.

The Great Lakes Building Corp., 308 South Wabash avenue, Chicago, plans $150,000, 1-story brick and steel speed boat factory at north branch of the Chicago river. George C. Nimmons & Co., 122 South Michigan avenue, are architects and structural engineers.

The Boyer Lighterage Co., New York, has increased its capital from $5000 to $50,000.

The New York Marine Co. has been incorporated for $400,000 at Wilmington, Del., to conduct a general lighterage business.

The Rockaway Boat Co., Hempstead, L. I., N. Y., has been incorporated for $5000 by I. Spielman, F. E. Haskins Jr. and J. Hobby. H. Reilly, Albany, N. Y., is attorney.

The Port Richmond Shipyard Corp., Richmond, N. Y., has changed its name to O'Brien Bros. Shipyard Corp.

Perfection Timing Gear Co., 213 North Morgan street, Chicago, has been incorporated for $40,000 to manufacture and deal in motors, automobiles and boats, by David H. Daskal, David Davis and George H. Daskal.

The Boston Tidewater Terminal, Inc., has been organized to operate the army supply base piers and terminal buildings at South Boston, Mass. Harvey C. Miller, Philadelphia, is president of the new corporation. Formation of the company has been in process for several weeks. The scope of the new concern includes the maintenance of warehouses, terminals, elevators and shore transportation facilities.

Business Changes

NEW quarters, with four times the capacity of its previous location, are now occupied by the Philadelphia division of the B. F. Sturtevant Co. at Thorne and Copewood streets, Camden, N. J. A shop for manufacturing sheet metal work including all kinds required in installing fan systems and for machinery guards, is being operated.

* * *

Howard C. Davis, as president, is directing the activities of the Davis Engineering Corp. A short time ago, Mr. Davis acquired the interest of R. R. Row in Row & Davis Engineers Inc. and changed the name to the Davis Engineering Corp. Offices and works are at 90 West street, New York and at Elizabeth, N. J.

* * *

The Todd Shipyards Corp., New York, announces the establishment of a branch office in Rio de Janeiro, to handle the sale of its many products in Brazil and other South American countries.

* * *

After Feb. 1, the Chicago office of the Brunswick-Kroeschell Co. will be located in its new plant at 4221 Diversey avenue.

New Trade Publications

SOOT BLOWERS—The Diamond Power Specialty Corp., Detroit, has issued an interesting bulletin entitled "Increasing Marine Profit." This bulletin as 48 pages and many excellent illustrations. The first part is a general discussion of loss in boiler efficiency due to soot formation in boiler tubes. The remainder is devoted to detailed descriptions of various types of the company's soot blowers for marine water tube and Scotch boilers with records of tests. Numerous letters from users testifying to their usefulness and efficiency are reproduced.

WELDING—"Cast Iron Welding by the Oxy-Acetylene Process"is the subject of a 122-page book recently issued by the Linde Air Products Co., New York. The text deals with the nature and properties of gray iron, equipment necessary for welding, preparation for welding, finishing the weld, testing and estimating cast iron welding jobs. Some typical welding jobs are described and the practical problems encountered in welding are discussed. The book is well illustrated.

RUST PREVENTION—The various factors causing the lead manufactured by the Eagle Picher Lead Co., 208 South La Salle street, Chicago, to be applicable for rust prevention are described in a 16-page booklet issued by that company. Directions for mixing and applying are included.

ACETYLENE—The Air Reduction Sales Co., 342 Madison avenue, New York, has published a 10-page pamphlet in which is discussed the various factors governing the proper methods for caring for oxygen and acetylene cylinders.

FLEXIBLE COUPLINGS—Smith & Serrell, Central avenue and Halsey street, Newark, N. J., recently have issued a booklet describing the design of a flexible coupling and illustrating many uses to which it is put.

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